# YEARBOOK OF ARCHEOLOGY

## 1999

**NUMBER 9**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

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Cover Photo: Commercial stores on Main Street, Lonaconing, circa 1907: courtesy of Albert C. Feldstein.

**MARYLAND DEPARTMENT OF TRANSPORTATION**
**STATE HIGHWAY ADMINISTRATION**

# YEARBOOK OF . ARCHEOLOGY. 1999

Number 9

**Loetta M. Vann and Charles L. Hall**
***Editors***

Office of Planning and Preliminary Engineering
Project Planning Division
Environmental Planning Section
Archeology Group

**2002**

## ACKNOWLEDGMENTS

This yearbook is the result of a team effort. Without the diligent and competent assistance of numerous individuals, this project could not have been brought to fruition.

We are principally indebted to our colleagues in the Archeology Group – Mary Barse, Carol Ebright, and Richard Ervin – who personally carried out several of the investigations reported herein, and worked directly with the consultants who undertook the other projects. Their professionalism has resulted in archeological investigations of the highest caliber. E. Bradley Beacham provided invaluable editorial technical assistance. Roosevelt Beale, SHA Print Shop Supervisor, facilitated the printing of this document.

Twelve of the fourteen studies presented in this volume were completed on behalf of the State Highway Administration by consultants. We appreciate the assistance of Heberling Associates, Inc., John Milner Associates, Inc., Robert Wall & Associates, Thunderbird Archeological Associates, Inc., TRC Garrow Associates, Inc., and URS Greiner, Inc. (now URS Corporation).

Finally, the Yearbook would not exist without the commitment and support afforded it by SHA managers Neil J. Pedersen, Douglas H. Simmons, Cynthia D. Simpson, Bruce M. Grey, and Donald H. Sparklin.

# FOREWORD

The publication of our ninth annual Yearbook of Archeology offers an excellent opportunity to highlight the State Highway Administration's (SHA) commitment to quality and service. Federal and State laws require us to look for archeological sites before we begin construction on any project. Identification efforts comprise the bulk of archeological investigations conducted by SHA. By considering cultural resources during the planning process, we are able to design our projects to avoid and minimize harm to archeological sites whenever possible. If we are unable to avoid damaging a site, we may conduct data recovery excavations at the site to satisfy our legal obligations, as well as our responsibilities as environmental stewards.

Maryland's archeological sites are a kind of "history bank" containing an invaluable resource: important information about our past. Every time we excavate a site, we make a withdrawal from this bank. SHA provides the best service to our customers, the people of Maryland, when we work to preserve archeological sites. Not only do we save money, we also save a piece of our past for the future. However, when archeological sites cannot be avoided, we are committed to ensuring that any necessary excavation is of the highest possible quality. In this way, we can provide the best return on our "withdrawal" by contributing something of importance to our knowledge of the past. Our archeology program is a part of SHA for these very reasons.

SHA is justifiably proud of its archeology program. Through their diligence and professionalism, the members of the Archeology Group-Environmental Planning Team in the Project Planning Division, help us meet not only the letter of the law but also the higher standards of quality and service. Archeologists Mary Barse, Carol Ebright, Richard Ervin, Bradley Beacham, and Loetta Vann are all valued members of our team. By making the enclosed results of our archeological endeavors available to our customers, they continue to exemplify our quality and service values – they are "driven to excel."

We owe a debt of gratitude to our colleagues at the Maryland Historical Trust. The atmosphere of mutual respect that exists between our agencies has allowed us to forge a working partnership that benefits not only our respective agencies, but also the irreplaceable historical and archeological resources of Maryland.

Parker F. Williams, Administrator
State Highway Administration

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# INTRODUCTION

This ninth annual yearbook of archeology presents in abbreviated format the results of 14 archeological studies completed during the calendar year 1999 by and for the State Highway Administration, within the Maryland Department of Transportation. In this introduction, a brief discussion of field methods and report conventions precedes a summary of the results of all 14 studies.

The first Yearbook of Archeology (Beckerman 1993) contains an extensive discussion of the legislative mandate that forms the impetus for public archeology. That volume also included an informative introduction to our knowledge of the prehistoric past (before European exploration and colonization). Those readers who desire a more thorough grounding in these topics than that briefly provided below are referred to Yearbook of Archeology Number 1.

## LEGISLATIVE MANDATE

Federal law (National Historic Preservation Act of 1966, as amended, Section 4(f) of Department of Transportation Act of 1966, as amended) and State law (Maryland Historical Trust Act of 1985, as amended) require that agencies such as the State Highway Administration consider the effects of their undertakings on historic and archeological resources. In addition, these laws provide for a process of consultation with the State Historic Preservation Officer and the President's Advisory Council on Historic Preservation to ensure that the best interests of the citizens of the State and nation are a part of this consideration. These laws reflect the public's appreciation of the non-renewable nature of the remains of our past, and the value of preserving important parts of the archeological record.

The State Highway Administration maintains a staff of professional archeologists who ensure that archeological resources are considered during the planning process for proposed highway projects. If fieldwork is required it is conducted by the in-house staff, or by outside consultants who work closely with the staff. During 1999, the Archeology Group of the Environmental Planning Section of the Project Planning Division consisted of Dr. Charles L. Hall, Ms. Mary F. Barse, Ms. Carol A. Ebright, and Mr. Richard G. Ervin, Archeologists; Ms. Emma J. Scott, Secretary; and Kelly J. Derwert and Sarah G. Minnemeyer, Archeological Technicians. Ms. Barse, Ms. Ebright, and Mr. Ervin all completed archeological studies in 1999, which are presented herein. Outside consultants completing field studies in 1999 were Heberling Associates, Inc., John Milner Associates, Inc, Robert Wall & Associates, Thunderbird Archeological Associates, Inc., TRC Garrow Associates, Inc., and URS Greiner, Inc. (now URS Corporation).

## FIELD METHODS

The State Highway Administration's Archeology Group utilizes a four-part division of the full archeological process. Detailed descriptions of the methods, requirements, and products of each part of this process are contained in the Consultant Specifications for Archeological Services prepared by the Archeology Group (SHA 1992). These specifications, rigorously adhered to by both in-house staff and our consultants, are designed to exceed the standards established by the Maryland State Historic Preservation Office in their Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1994).

The initial component of the State Highway Administration archeological process is an assessment of potential. A professional archeologist reviews all proposed highway projects to determine whether there is the likelihood that archeological resources are located within the project's Area of Potential Effects (APE). This judgement is based on a variety of factors including the size and setting of the project area, the results of previous archeological research in the project area or similar areas, and the condition of the project area (e.g., degree of previous modification through development, construction, mining, etc.). For those project areas determined sensitive for archeological resources, a Phase I survey may be necessary. The majority of the studies represented in this volume are Phase I surveys. The methods presented below are for terrestrial sites. The State Highway Administration occasionally has projects that could affect submerged archeological resources; but such was not the case in 1999.

The first step in a Phase I survey is to make an on-the-ground inspection of the project area. This inspection has three primary aims: to identify areas of ground disturbance (e.g., no potential for archeological sites), to stratify areas into high and low potential for sites, and to identify any above-ground indications of archeological resources. In the absence of structural ruins or other obvious remains of past human activity, archeological sites are

generally identified through the presence of artifacts. If the ground surface is relatively free of vegetation, a systematic inspection of the surface may be sufficient to identify artifacts and sites. If vegetation obscures the ground surface it may be necessary to excavate "windows" into the soil matrix. These "windows," called shovel test pits, are generally excavated on a 20 m (65.6 ft.) interval across the entire high potential portion of the project area. A representative sample of the low potential portion of the project area will also be tested with either shovel test pits or surface inspection. Shovel tests are generally 40 cm (15.75 in.) in diameter and are excavated to a depth that penetrates sediments of Pleistocene age. To enhance the recovery of any artifacts that might be present, all soil from the shovel test is passed through .635 cm (.25 in.) screen.

If a shovel test pit contains artifacts, it is necessary to determine if they are isolated or part of a larger site. Adequate additional testing will be made to determine the boundaries of the resource, and its stratigraphic position. If a site is identified and defined through surface inspection, sufficient excavation will be conducted to determine stratigraphic context.

A secondary goal of the Phase I survey is a preliminary determination of any identified site's significance. In general, archeological resources are only afforded consideration if they have the ability to contribute important information to our understanding of the past. It is often possible to determine at the Phase I level that a site has limited or no potential to make such a contribution. Alternatively, a Phase II evaluation may be necessary.

The purpose of a Phase II evaluation is to definitively determine the research significance of sites identified during a Phase I survey. The methods used to evaluate significance will involve extensive background research. If the site is historic, this background investigation will involve primary documents (deed and title, wills and inventories, etc.) and secondary documents (scholarly historical works). For prehistoric sites the research will focus on gathering information that is currently known about sites of similar kind and age. The aim of the background research is to discover what is already known about the period of the past represented by the site under study. In this way it should be possible to specify the kinds of research contributions that would be considered important. Clearly, the design of the fieldwork will vary from site to site. Typically involved will be controlled surface collections or close interval shovel testing to refine site boundaries or identify intrasite structure, and 1 x 1 m (3.28 x 3.28 ft.) test units excavated by natural stratigraphy or 10 cm (3.94 in.) arbitrary levels to recover artifacts in context. Test units may be larger, depending upon the nature of the site. All soil is screened through .635 cm (.25 in.) mesh to enhance artifact recovery. Other field methods may be appropriate. The particular methods used during the conduct of the Phase II evaluations presented in this volume are discussed in the text of each project's description.

If a site can contribute important information to our knowledge of the past, and it is not feasible or prudent to avoid the site, Phase III mitigation of the construction impact is generally necessary. Phase III studies are oriented to the recovery of the important information the site contains, and are therefore highly individualistic.

## SUMMARY

The 14 reports completed in 1999 include 12 Phase I surveys. Additionally, one of these 14 reports represents monitoring for a streetscape project within the Hancock Historic District and one involved Phase IIII Data Recovery. Of the 14 projects reported herein, one also incorporated standing structures identification and evaluation. Together, these studies cover every physiographic region in Maryland (Figure 1 and Figure 2). Table 1 summarizes information regarding the types of sites examined, their significance, and their Maryland Archeological Research Unit Numbers. Table 2 summarizes information regarding the environmental setting of each project (including topography, soils, and nearest permanent water source). Six (43 percent) of the 14 project areas contained historic archeological resources. Eight (57 percent) of the 14 project areas contained prehistoric sites.

The 12 Phase I studies and the monitoring project resulted in the identification of 20 archeological sites, three random artifact find areas, and two already known urban districts. Eight of the identified sites were prehistoric, six were historic, and six contained both prehistoric and historic components. In addition the monitoring project exposed 21 historic features, 18 of which were located within high probability areas. Of these 20 sites, seven were found to be not significant at the Phase I level. Ten sites, contained within three projects, were recommended for further evaluation to determine eligibility for listing in the National Register of Historic Places (NRHP); where as three sites in one project were recommended as potentially eligible for the listing. Of the two urban

districts investigated, one was recommended as potentially eligible for listing on the NRHP, the other was already listed.

There were no Phase II archeological investigations completed in 1999. The sole Phase III data recovery project included in this volume is presented in some detail. The work at 18AG215 in Lonaconing included the identification of a Late Archaic prehistoric component that was identified at the bottom of a sequence that included several historic foundations and a substantial deposit relating to an extensive fire. Historic research associated with the project developed a detailed demographic profile of the town's residents and traced the transition of property holdings from company ownership to private property ownership. The project afforded the opportunity to see how residents of a community manipulated their public space. While Phase I and II inquiries are basically management tools, data recovery is designed to result in substantive contributions to our knowledge of the past. The investigations of the Lonaconing Streetscape yielded such results.

## ORGANIZATION AND CONVENTIONS

The 14 studies included in this volume are presented in abbreviated format, including the abstract, introductory material, and a summary of results. The studies are grouped by physiographic province. References cited are pooled in a common bibliography at the end of the volume. A map locating the project area accompanies each report included in this volume. The maps are either taken from an appropriate USGS 7.5' topographic quadrangle or the county highway map. In either case they are presented full scale (e.g. not enlarged or reduced from the original), and all – unless indicated otherwise - are oriented with north up.

All artifacts for which the State Highway Administration either has or can obtain clear title are curated with the Maryland Historical Trust. Originals and archive-stable copies of all field notes and records are permanently curated with the Maryland Historical Trust.

**Table 1.** Archeological Sites Identified or Investigated.

| Archeological Report Number | Maryland Archeological Research Unit | Phase | Identified Sites | Prehistoric /Historic | Site Type | Site Age | Significance |
|---|---|---|---|---|---|---|---|
| 211 | 7 | I | 18BA467 | Prehistoric | Long term encampment | Early-mid Woodland | May be eligible |
| 211 | 7 | I | 18BA468 | Prehistoric | Lithic scatter | No date | Not eligible |
| 211 | 7 | I | 18BA469 | Prehistoric | Single brief occupation | Late Archaic | May be eligible |
| 211 | 7 | I | 18BA470 | Historic | Residence | Mid19th/20th c. | May be eligible |
| 211 | 7 | I | 18BAX290 | Prehistoric | Isolate | Unknown | Not eligible |
| 201 | 4 | I | 18CA203 | Prehistoric | Lithic scatter | Late Woodland/other | Further work |
| 201 | 4 | I | 18CA204 | Prehistoric | Lithic scatter | Middle Archaic | Phase II |
| 201 | 4 | I | 18CA205 | Prehistoric | Lithic scatter | No date | Further work |
| 167 | 10 | I | 18CH648A | Historic | Fortification | 19th c. | Further work |
| 167 | 10 | I | 18CH648B | Historic | Structure | 19th/ 20th c. | Further work |
| 167 | 10 | I | 18CH648C | Prehistoric | Lithic quarry | No date | Not eligible |
| 167 | 10 | I | 18CH648C | Historic | Road scatter | No date | Not eligible |
| 167 | 10 | I | 18CH649 | Prehistoric | Lithic quarry | No date | Not eligible |
| 167 | 0 | I | 18CH649 | Historic | Road scatter or ephemeral | No date | Not eligible |
| 167 | 11 | I | 18CH650 | Prehistoric | Unknown | No date | Further work |
| 167 | 11 | I | 18CH650 | Historic | Unknown | 17th/18th c. | Further work |
| 167 | 11 | I | 18CH651 | Prehistoric | Camp | Unknown | Further work |
| 167 | 11 | I | 18CH651 | Historic | Residence | Late 18th/19th c. | Not eligible |
| 167 | 10 | I | 18CH652 | Historic | Structure or trash pile | 19th/20th c. | Further work |
| 167 | 10 | I | 18CH652 | Prehistoric | Unknown | Middle-to-late Archaic | Further work |
| 209 | 9 | I | 18CH664 | Historic | Brick Clamp | No date | Further work |
| 209 | 9 | I | 18CH665 | Prehistoric | Lithic scatter | Middle-late Archaic | Not eligible |
| 195 | 22 | III | 18GA215 | Prehistoric | Short term procurement | Late Archaic | Eligible NRHP |
| 195 | 22 | III | 18GA215 | Historic | Town site | 19th c. | Eligible NRHP |
| 195 | 22 | III | 18GA41 | Historic | Industrial | 19th c. | Listed NRHP |
| 210 | 24 | I | 18GA310 | Prehistoric | Lithic scatter | No date | Not eligible |
| 167 | 11 | I | 18PR315 | Prehistoric | Camp | unknown | Further work |
| 167 | 11 | I | 18PR315 | Historic | Fill/disturbed | unknown | Not eligible |
| 167 | 8 | I | 18PR538 | Historic | Residence | 19th c. | Not eligible |
| 180 | 5 | IB | 18QU961 | Historic | Residence | Late 19th/20th c. | Not eligible |
| 180 | 5 | IB | 18QUX52 | Prehistoric | Isolate | Late Archaic | Not eligible |
| 205 | 5 | I | 18TAX13 | Prehistoric | Isolate | No date | Not eligible |
| 205 | 5 | NA | Multiple Standing Structures | Historic | Residential | 19th/20th c. | Various |
| 205 | 5 | I | T-577 | Historic | Urban District | 18th/20thc. | Listed NRHP |
| 196 | 20 | Monitor | W-V-040 | Historic | Urban District | 19th c. | Eligible NRHP |

**Table 2.** Environmental Characteristics.

| Archeological Report Number | Maryland Archeological Research Unit | Physiographic Province | Topographic Setting | Adjacent Water Source | Primary Soil |
|---|---|---|---|---|---|
| 195 | 22 | Allegheny Plateau | High terrace and hill slope | George's Creek | Not listed |
| 196 | 20 | Appalachian Plateau | Not listed | Not listed | Not listed |
| 210 | 24 | Appalachian Plateau | Low ridges, saddles and ridge slopes | Wilson Run and Cherry Glade Run | Calvin-Gilpin Assoc. |
| Short Report | 3 | Coastal Plain | Level | Manolin River headwater | Othello Silt Loam and Pocomoke Loam |
| Short Report | 8 | Coastal Plain | Gently sloping upland | Bell Branch and Tarnand's Branch | Marr Fine Sandy Loam |
| 167 | 11 | Coastal Plain | Various | Various | Various |
| 180 | 5 | Coastal Plain | Upland plain | Not listed in summary | Sassafras Loam and Butlertown Silt Loam |
| 201 | 4 | Coastal Plain | Stream terraces and level upland | Watts Creek and Herring Run | Sassafras and Woodstown Series |
| 204 | 11 | Coastal Plain | Nearly level upland dissected | Piscataway Creek | Leonardtown Silt Loam and Beltsville Silt Loam |
| 204 | 11 | Coastal Plain | Nearly Level Upland Dissected by Ravines | Piscataway Creek | Leonardtown Silt Loam |
| 205 | 5 | Coastal Plain | Not listed | Not listed | Elkton Silt Loam |
| 209 | 9 | Coastal Plain | Inter-riverine upland flat | Tributaries of the Patuxent and | Evesboro Loamy Sand and Beltsville Silt Loam |
| 211 | 7 | Coastal Plain | Varied: hills, wetlands, ponds, terraces, flats | Windlass & White Marsh Runs, Saltpeter & Frog | Sassafras, Woodstown, Fallsington Assoc. |
| 219 | 11 | Coastal Plain | Low Relief Inter-fluvial Flats | Tributaries of Aekiah Swamp | Leonardtown Silt Loam |
| 219 | 11 | Coastal Plain | Low relief inter-fluvial flats | Tributaries of Zekiah Swamp | Leonardtown Silt Loam |
| 208 | 17 | Piedmont | Level upland | Ballenger Creek | Hagerstown Loam |

**Council for Maryland Archeology**

**MARYLAND ARCHEOLOGICAL RESEARCH UNITS**

**COASTAL PLAIN PROVINCE**

**Unit 1 - Atlantic Drainage**
**Unit 2 - Pocomoke Drainage**
**Unit 3 - Nanticoke - Wicomico - Manokin - Big Annemessex Drainages**
**Unit 4 - Choptank Drainage**
**Unit 5 - Chester River - Eastern Bay Drainages**
**Unit 6 - Sassafras - Elk - Northeast - Bush - Susquehanna Drainages**
**Unit 7 - Gunpowder - Middle - Back - Patapsco - Magothy - Severn - South - Rhode - West Drainages**
**Unit 8 - Riverine Patuxent Drainage**
**Unit 9 - Estuarine Patuxent Drainage**
**Unit 10 - Estuarine Potomac Drainage**
**Unit 11 - Riverine Potomac Drainage**

**PIEDMONT PROVINCE**

**Unit 12 - Potomac Drainage**
**Unit 13 - Patuxent Drainage**
**Unit 14 - Patapsco - Back - Middle Drainages**
**Unit 15 - Gunpowder - Bush Drainages**
**Unit 16 - Susquehanna - Elk - Northeast Drainages**
**Unit 17 - Monocacy Drainage**

**APPALACHIAN PROVINCE**

**Unit 18 - Catoctin Creek Drainage**
**Unit 19 - Antietam Creek - Conococheague Creek Drainages**
**Unit 20 - Licking Creek - Tonoloway Creek Fifteenmile Creek Drainages**
**Unit 21 - Town Creek Drainage**
**Unit 22 - Evitts Creek - Georges Creek Drainages**
**Unit 23 - Potomac - Savage Drainages**
**Unit 24 - Youghiogheny - Casselman Drainages**

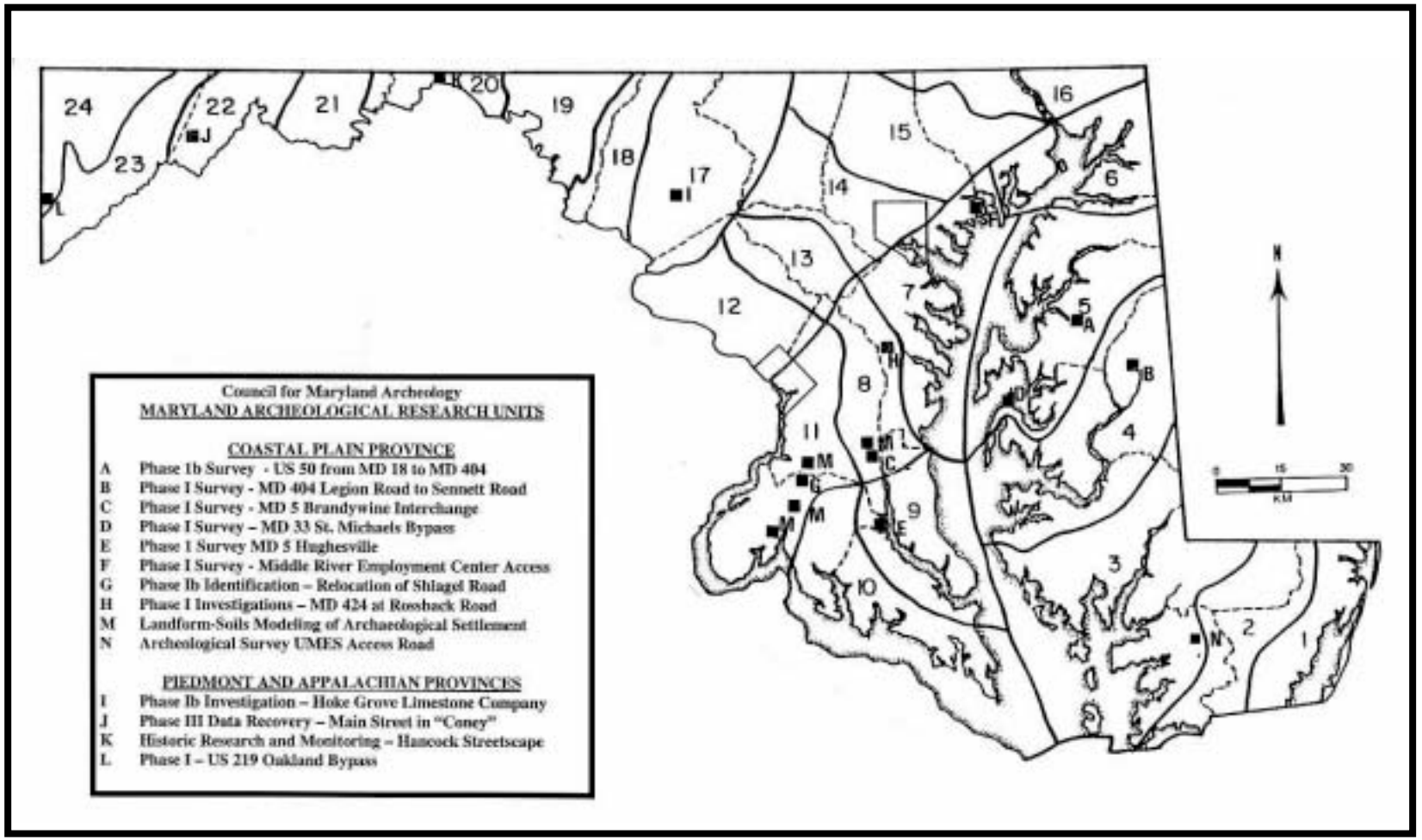


**Figure 01.** Location of archeological studies presented in this volume.

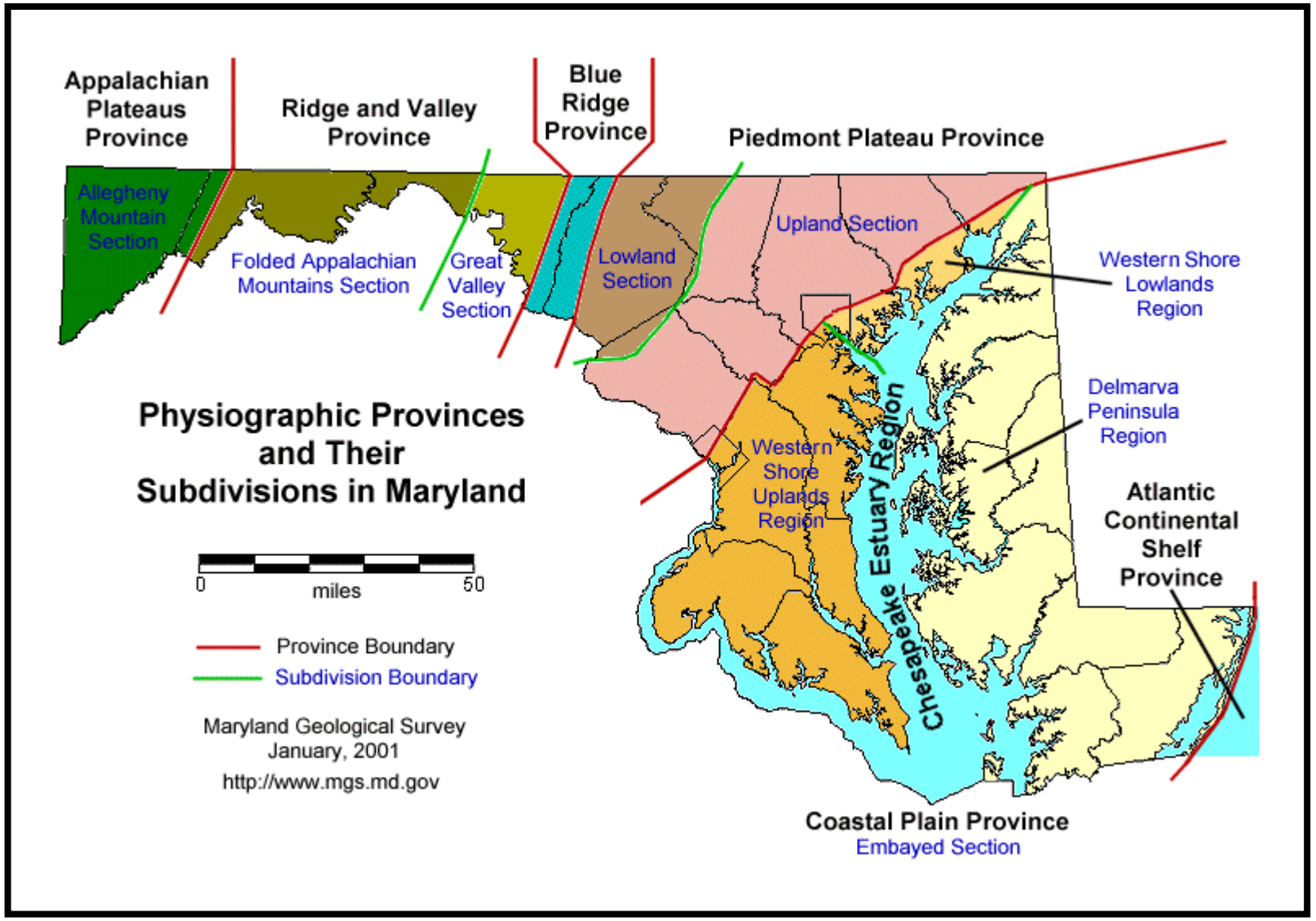


**Figure 02.** Location of Physiographic Provinces.

## STUDIES CONDUCTED IN THE COASTAL PLAIN PROVINCE

| | |
|---|---|
| **A** | **Phase I Survey - US 50 From MD 18 to MD 404** |
| **B** | **Phase I Survey - MD 404 From Legion Road to Sennett Road** |
| **C** | **Phase I Survey - MD 5 Brandywine Interchange** |
| **D** | **Phase I Survey - MD 33 St. Michaels Bypass** |
| **E** | **Phase I Survey - MD 5 Hughesville** |
| **F** | **Phase I Survey - Middle River Employment Center Access Study** |
| **G** | **Phase I Identification - Relocation of Shlagel Road** |
| **H** | **Phase I Investigations - MD 424 at Rossback Road** |
| **M** | **Landform-Soils Modeling of Archaeological Settlement** |
| **N** | **Phase I Survey for UMES Access Road Wetland Mitigation** |

# Phase IB Archeological Survey, US 50 from MD 18 to MD 404, Queen Anne's County, Maryland

*Archeological Report Number 180*

by

**Stuart J. Fiedel**
*John Milner Associates, Inc.*

## ABSTRACT

John Milner Associates, Inc. (JMA), conducted a Phase IB archeological survey of areas likely to be affected by proposed widening (ca. 4.6-6.1 m or 15-20 ft. on either side) of a ca. 9.6 km (6 miles) stretch of US 50 from MD 18 to MD 404, in Queen Anne's County, Maryland. In a few areas, the right-of-way will be more substantially widened by ca. 22.87 m (75 ft.). In addition to widening, new access ramps and approaches are planned at several intersections. The total area of potential effects is estimated as approximately 18.6 ha (46 acres).

Prehistoric artifacts --quartz, jasper, and chert flakes and shatter, and a medial fragment of a stemmed point-- were found at seven loci, which have been designated collectively as isolate number 18QUX52. A strong association of prehistoric material with Sassafras soils was observed. Scattered historic artifacts, including ceramic sherds, glass fragments, and rusted metal scraps, were found in several areas. These finds are generally interpreted as field debris. However, artifacts were found in tests near the abandoned Ryans farm (18QU961), reportedly moved to its present location around the end of the nineteenth century. Most of the artifacts from the shovel tests at this site date to the twentieth century. Only one test yielded a substantial amount of material in seemingly disturbed context. Therefore, 18QU961 is considered to lack potential to yield important historical information, and is not eligible for the National Register of Historic Places. No additional investigation is recommended.

## INTRODUCTION

John Milner Associates, Inc. (JMA) conducted a Phase IB archeological survey of the area of potential effects of proposed widening of US 50 from MD 18 to MD 404, in Queen Anne's County, Maryland. Preliminary project plans indicate widening (ca. 4.6-6.1 m or 15-20 ft.) on either side of the divided highway for most of this ca. 9.6 km (6 miles) stretch. In a few areas, the right-of-way will be more substantially displaced by ca. 22.87 m (75 ft.). In addition to widening, new access ramps and approaches are also planned at several intersections. The total area is estimated as 18.6 ha (46 acres). Fieldwork was conducted from August 13 to 22, 1997.

The project area is situated within the Coastal Plain physiographic province, on the Eastern Shore of the Chesapeake, between Queenstown and Wye Mills (Council for Maryland Archeology Research Unit 5). This portion of Queen Anne's County is an upland plain with an elevation of more than 6.1 m (20 ft.) above sea level. The topography is generally very gently sloping. Soils are generally well or moderately well drained, although there are areas of poor drainage. Soils in the project area have been classified as members of these series: Matapeake, Keyport, Sassafras, Mattapex, Johnston, Mixed Alluvial Land, Tidal Marsh, Woodstown, Butlertown, Elkton, Othello, and Portsmouth (Matthews and Reybold 1966).

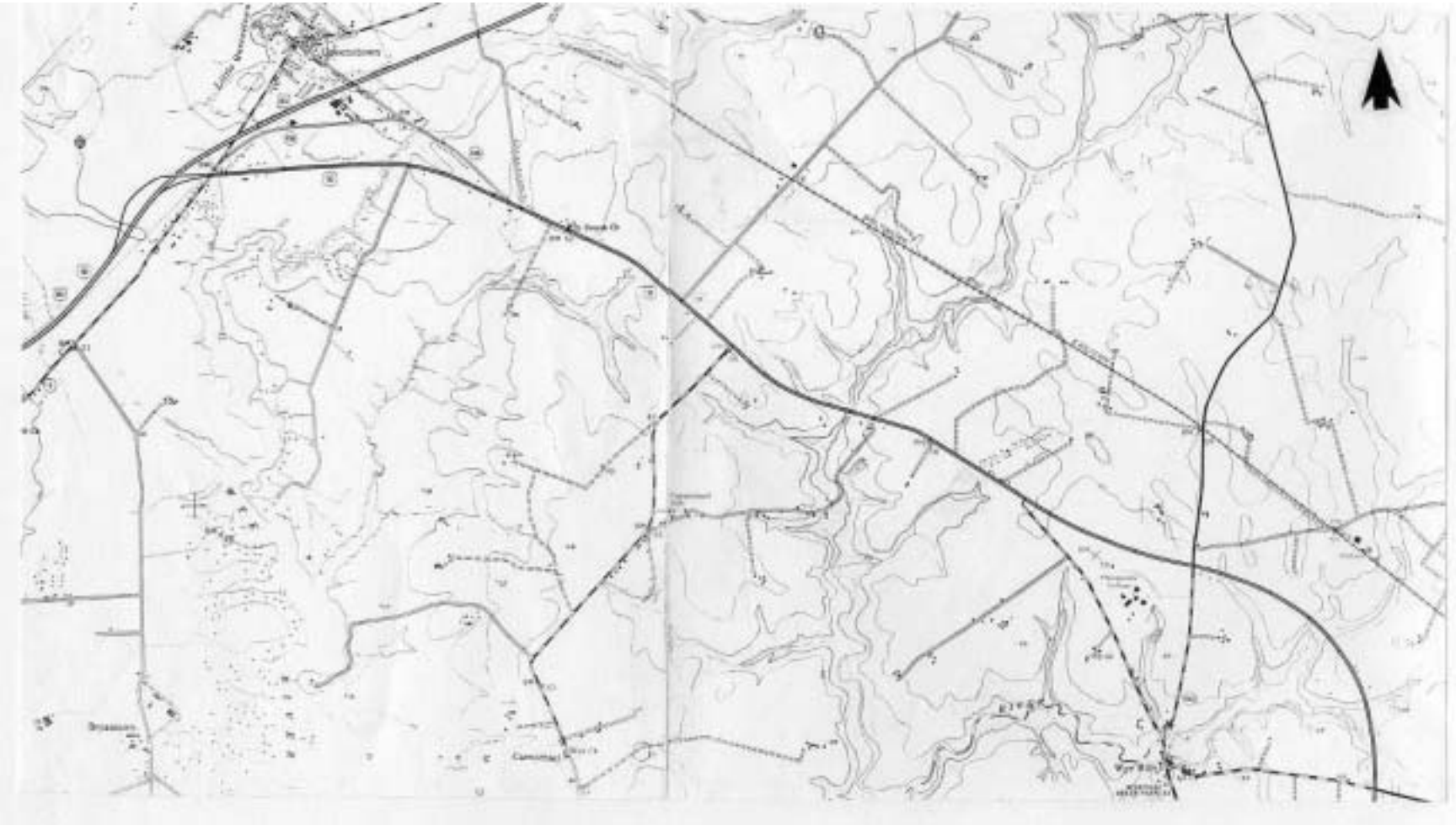

**Figure 03.** Project vicinity on 7.5' USGS (photorevised 1986) *Queenstown, MD* and (photorevised 1973) *Wye Mills, MD* topographic quadrangles.

The project area was divided into high, low, and no probability sections. The total road-edge area (including both sides of the route) was estimated as approximately 30,800 m (100,000 ft.), of which 335 m (1,100 ft.) had no potential for significance due to extensive, prior disturbance; 25,245 m (82,800 ft.) was low probability; and 5,245 m (17,200 ft.) was high probability (well-drained soil in proximity to water sources, and/or cartographic indications of historic structures). These sections were further divided into 60 m segments (63 m on each side).

Testing was planned for all high probability segments and a 20 percent random sample of low probability segments. Prior disturbance of the road edge. Where cultivated fields extended into the proposed right-of-way, pedestrian transect (at 2 m intervals) with surface collection was the preferred technique. However, surface visibility varied considerably, due to crop differences; visibility was good in cornfields, poor in soybean fields and cut hay fields. Therefore, shovel testing was often necessary even in areas under cultivation.

## CONCLUSIONS AND RECOMMENDATIONS

Prehistoric artifacts were found at seven loci, designated collectively as 18QUX52. The only diagnostic was the midsection of a Late Archaic small stemmed point. All but one of the prehistoric loci were situated in level areas on Sassafras loam. The single exception is the point fragment, associated with a Butlertown silt loam. Scattered historic sherds, glass fragments, and metal scraps, mostly from the late nineteenth or twentieth century, are interpreted as field debris. Twentieth-century artifacts, and a few of nineteenth-century age, were found in a cluster of tests in Segment N39, near an abandoned house and garage (Site 18QU961). Family members reported that the Ryans house had been moved from another location.

The artifacts are interpreted as a twentieth-century fill deposit associated with the leveling of the gravel-paved driveway/parking area visible on the surface between the house and the garage. The artifacts from 18QU961 occur in a disturbed context, are not densely concentrated, and apparently are not associated with the documented nineteenth-century occupation of the vicinity. Therefore, the site lacks integrity and does not appear to have the potential to provide additional important information about the lifeways of the inhabitants of either the Ryans house or the earlier residences. It appears that neither the prehistoric or historic loci have the potential to be eligible for the National Register of Historic Places. Therefore, no additional investigation is recommended

# Phase I Intensive Archeological Survey, Maryland Route 404, Legion Road to Sennett Road, Caroline County, Maryland

*Archeological Report Number 201*

by

**Paul A. Raber and Patti L. Byra**
*Heberling Associates, Inc.*

## ABSTRACT

A Phase I archeological survey was conducted for the area of proposed improvements to a 2.2 km (1.4 miles) section of MD 404 in Caroline County. The study area comprised the area of potential effects, ca. 16.4 ha (40.9 acres) in size. Located in the Coastal Plain physiographic province, the study area includes the terraces of Watts Creek and roughly level upland terrain to either side of the stream. The Phase I field survey was conducted in July 1998. An initial inspection of the study area indicated that level portions of the T1 and T2 terraces of Watts Creek within 230 m (750 ft.) of the stream had a high potential for archeological deposits, as did areas less than 60 m (200 ft.) from historic structures. Other testable (undisturbed) areas were considered to have a moderate to low potential. Archeological field testing consisted of the excavation of 127 shovel tests at 20 m (65 ft.) intervals, sampling 100 percent of high potential zones, 50 percent of medium potential zones, and 20 percent of low potential zones. Severely disturbed areas of recent commercial and residential development were not tested.

The field testing identified three prehistoric archeological sites. Sites 18CA203 and 18CA204 were situated on the edge of the T2 terrace to either side of Watts Creek, while 18CA205 was located on a well-drained portion of the T1 terrace. Pottery at 18CA203 dates one component at that site to the Woodland II period, while a bifurcate projectile point at 18CA204 documents a Middle Archaic component. Site 18CA204 was a light-density lithic scatter judged not eligible for the National Register of Historic Places (NRHP), while Sites 18CA203 and the 18CA205 produced higher densities and a greater variety of artifacts, and may be eligible for the NRHP. Further testing is recommended to determine the significance of these sites.

## INTRODUCTION

The Maryland State Highway Administration (SHA), plans to improve the 2.2 km (1.4 miles) section of MD 404 between Legion Road and MD 16 (Sennett Road) in Caroline County, south of Denton, by replacing the existing two lane road with a four lane divided highway. The proposed highway improvements will occur to either side of the existing alignment, with the addition of new traffic lanes, modifications to existing intersections and access roads, and the addition of a new bridge across Watts Creek. The study area was defined as the zone of potential project impacts, including a 60-90 m (200-300 ft.) right-of-way and various temporary easements, a total area of 16.4 ha (40.9 acres). The Phase I field survey was conducted in July 1998.

The study area is located in the Coastal Plain physiographic province on the Eastern Shore of Maryland, to either side of Watts Creek, approximately 1.6 km (1 mile) above its confluence with the Choptank River. Included within the study area are the lower (T0 and T1) and upper (T2) terraces of the creek and surrounding uplands. Deep, well-drained upland soils of the Sassafras and Woodstown series predominate, with

smaller areas of poorly-drained Pocomoke and Fallsington series soils. Watts Creek and its tributary, Herring Run, are the only permanent water sources in or near the study area.

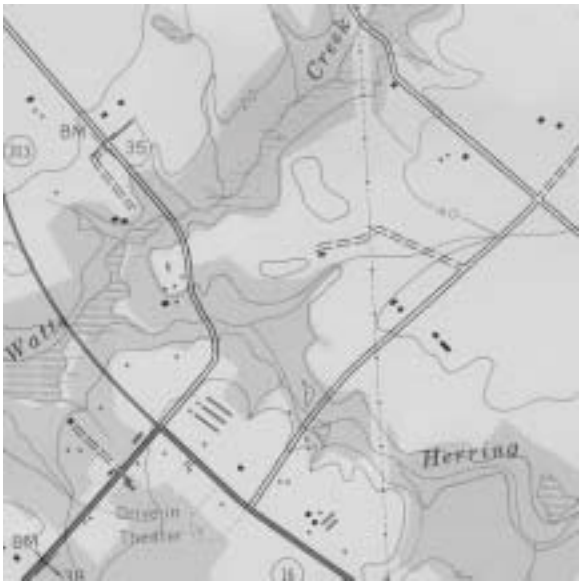


**Figure 04.** Project vicinity on 7.5' USGS (photorevised 1974*) Hobbs, MD* topographic quadrangle.

The study area was stratified into zones of high, moderate, and low potential for archeological sites, based on several factors. For prehistoric sites, access to water, soil drainage, slope, and proximity to known sites were considered. For historic sites, proximity to either standing structures or former structures was the primary factor considered. The T0 terrace of Watts Creek, other poorly-drained or steep settings, and settings more than 460 m (1,500 ft.) from water were expected to have a low potential for prehistoric archeological deposits, while the well-drained portions of stream terraces within 230 m (750 ft.) of Watts Creek were expected to have a greater archeological potential. Any archeological deposits would be present at or near the surface, with little potential for buried deposits. Phase I testing involved the excavation of shovel test units placed at 20 m (65 ft.) intervals in testable settings. These units were excavated by arbitrary 10 cm levels within natural soil levels to channel lag deposits in recent alluvial soils, or into the B horizon in upland settings. A total of 127 shovel tests were excavated. All of the high potential zones were tested at 20 m (65 ft.) intervals, while 50 percent of the moderate potential zones and 20 percent of the low potential zones were also tested. Severely disturbed settings were not tested.

## CONCLUSIONS AND RECOMMENDATIONS

Phase I field survey revealed no potentially significant historic period deposits, but three prehistoric sites were found within 230 m (750 ft.) to the north and south of Watts Creek. Well-drained and level settings further from water yielded no evidence for sites, suggesting that proximity to water was the primary factor defining the potential for sites. The sites were all low to moderate-density lithic scatters. Site 18CA203 yielded a fragment of quartz-tempered cordmarked pottery that would date at least one occupation to the Woodland II (Late Woodland) period.

A small St. Albans type bifurcate projectile point from 18CA204 dated a Middle Archaic period presence there. Other bifacial and flake tools and moderate amounts of debitage were recovered from all three sites. No cultural features were found. The sites represent occasional encampments focused on local food resources, two of which can be dated to the Middle Archaic and Woodland II periods. The moderate artifact density, the restricted variety of the artifact assemblage, and the absence of cultural features suggest that these small camps were occupied by family or task groups while obtaining local (probably aquatic) foods.

Two of the sites, 18CA203 and 18CA205, produced moderate densities of artifacts with the potential for artifact patterning, and might yield important new information on the pattern of site location and prehistoric land-use in an area that is inadequately known archeologically. The third site, 18CA204, yielded a very low density of artifacts in a discontinuous scatter, and is unlikely to produce important data. Phase II studies of sites 18CA203 and 18CA205 are recommended.

# Phase I Archeological Identification Survey, Maryland Route 5, Brandywine Interchange, Prince George's County, Maryland

*Archeological Report Number 204*

by

**William P. Barse,**
**Marvin A. Brown, and Daniel B. Eichinger**
*URS Greiner, Inc.*

## ABSTRACT

Phase I Archeological Identification investigations were conducted by URS Greiner, Inc., under contract with the Maryland State Highway Administration, for the proposed Maryland Route 5 (MD 5), Brandywine Interchange project. The project area is located within Maryland Archeological Research Unit 11, the Riverine Potomac Drainage, in Prince George's County, Maryland. Terrestrial field investigations were conducted within the area proposed for the realignment of Brandywine Road and the construction of the new interchange. Also investigated were the sections of MD 5 north and south of the town of TB, where minor geometric improvements and stormwater management facilities are planned.

Phase I testing within the project area revealed the presence of shallow soils overlying compact fragipan subsoil and recently disturbed soils. No historic or prehistoric archeological sites were discovered. No additional archeological work was recommended within the proposed MD 5 - Brandywine Interchange project area, based on modern disturbance, and the absence of prehistoric and historic material recovered from any of the shovel tests.

## INTRODUCTION

Phase I terrestrial archeological investigations were conducted by URS Greiner, Inc., for the MD 5 – Brandywine Interchange from November 15, 1998 to November 23, 1998. The MD 5 – Brandywine Interchange project area is located within the Western Shore division of Maryland's Coastal Plain physiographic province, about 6.44 km (4 miles) north of Waldorf. The project area is located within Research Unit 11, the Riverine Potomac Drainage. The project area begins 200 meters (ca. 650 ft.) south of the intersection of Moore's Road and MD 5 and ends where MD 5 meets Route 301.

The underlying geology of the project area and most of the upland surfaces of Prince George's County is composed of the Brandywine Formation. This formation is a Pliocene deposit containing mostly gravels and sands, with only minor amounts of silt and/or clay (Cleaves, Edwards, and Glaser 1968). The gravels in this formation are composed mostly of fossiliferous quartzites, cherts, and hard sandstones. The maximum thickness is about 12.2 – 15.25 m (40 - 50 ft.). Most of the underlying soils in the project area are included within the Leonardtown and Beltsville series, specifically Leonardtown silt loam (LeA) and Beltsville silt loam (BIA). Both of these soil series have developed out of the underlying Brandywine Formation.

The project's area of potential effects (APE) is defined as all areas within existing and proposed right-of-way, as well as limits of cut and fill and other temporary or revertible easements. The APE is approximately 6.12 ha (15.3 acres) in size. Field investigations were directed toward testing areas adjacent to existing MD 5 and the proposed interchange where Brandywine road will cross existing MD 5.

Fieldwork focused on the placement of 190 shovel tests in spatially restricted areas along existing MD 5 where various improvements are slated to take place.

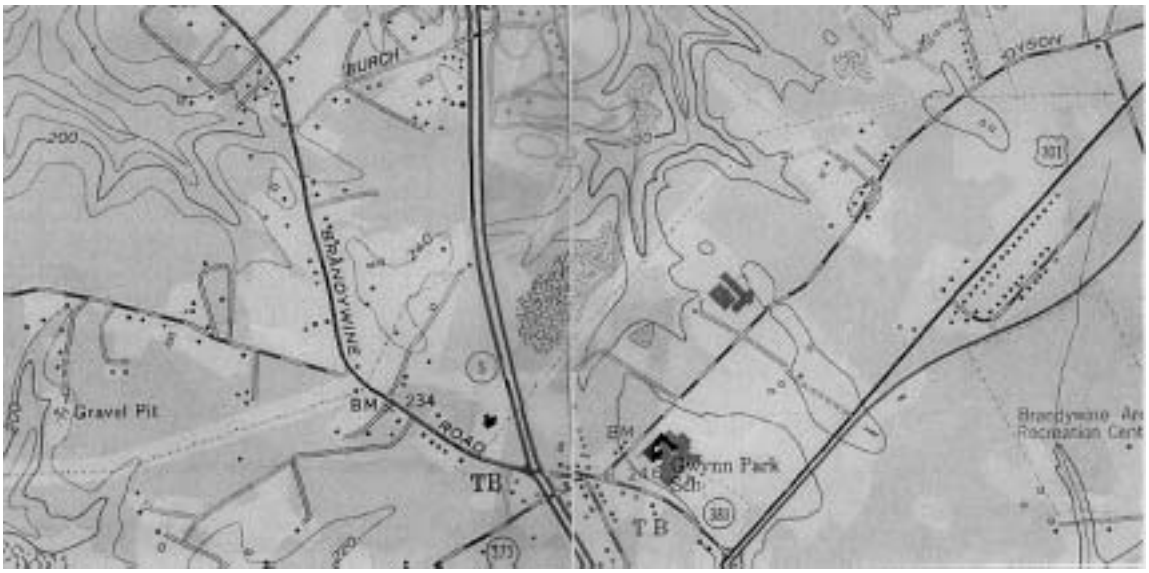


**Figure 05.** Project vicinity on 7.5' USGS (photorevised 1985) *Piscataway, MD* and (photorevised 1985) *Brandywine, MD* topographic quadrangles.

The narrow width of the APE along existing MD 5 necessitated a single array of shovel tests. However, the APE associated with the half clover-leaf, interchange where Brandywine Road will cross existing MD 5, was tested with shovel tests placed on a 20 m grid system.

## CONCLUSIONS AND RECOMMENDATIONS

Phase I field investigations within the APE of the proposed MD 5 Brandywine Road relocation project did not locate any prehistoric or historic archeological sites. No further archeological work is recommended.

**Phase I Archeological Survey and Architectural Identification and Evaluation of the Proposed MD 33, St. Michaels Bypass, Talbot County, Maryland**

*Archeological Report Number 205*

by

**Rob Yallop,**
**Stuart J. Fiedel, Denise P. Messick, Tod Benedict, and Rachel Mancini**
*John Milner Associates, Inc.*

## ABSTRACT

John Milner Associates, Inc. (JMA), was retained by the Maryland State Highway Administration to conduct an archeological survey and a historic architectural survey of selected areas to be affected by the proposed MD 33, St. Michaels Bypass, in Talbot County, Maryland. The project is situated within the Coastal Plain physiographic province, on the Eastern Shore of the Chesapeake. It lies at the boundary between Council for Maryland Archeology Research Units 4 (Choptank Drainage) and 5 (Chester River-Eastern Bay Drainages). JMA's architectural and archeological investigations originally focused on Alternates 3, 3A, 3B and 4 of the proposed bypass alignment, as well as two parking areas in downtown St. Michaels and three wetland mitigation sites south and west of the town (permission for archeological testing was only granted at one wetland mitigation site). The Area of Potential Effects (APE) investigated for archeology, approximately 6.96 ha (17.4 acres), was restricted to areas that had not been previously surveyed and had a probability of containing archeological resources. The APE investigated during the historic architectural survey included buildings within, adjacent to or visible from the proposed bypass corridor, as well as those properties within or near the three proposed wetland mitigation sites. No historic architectural investigations were conducted for the two proposed parking areas.

No archeological sites were found; however, several isolated finds were recorded (18TAX13). No additional investigation was recommended. The historic architectural field investigation resulted in the identification of 55 properties within the APE. Forty-eight properties were identified along the proposed bypass alternates, and seven properties were identified in the vicinity of the three wetland mitigation sites. All newly surveyed properties were recorded on Maryland Inventory of Historic Properties forms and their eligibility assessed using the Secretary of the Interior's Criteria for Evaluation. Addendum forms were completed for those properties previously recorded by the Maryland Historical Trust (MHT). One previously surveyed historic architectural property, San Domingo/Haphazard (T-59), was recommended eligible for listing in the National Register. Two National Register listed properties, the St. Michaels Historic District (T-577) and Crooked Intention (T-48), are within the APE. Six contributing structures within the St. Michaels Historic District were individually surveyed (T-1101, 1102, 1103, 1104, 1107, & 1108).

**Figure 06..** Project vicinity on 7.5' USGS (photorevised 1986) *St. Michaels, MD* topographic quadrangle.

## INTRODUCTION

John Milner Associates, Inc. (JMA), conducted a Phase I archeological survey and standing structures study of areas to be affected by the proposed Route 33 St. Michaels Bypass, in Talbot County, Maryland. Archeological investigations focused on Alternate 3, which follows the route of an abandoned railroad causeway around the southern and western periphery of the town. Most of Alternates 3A, 3B, and 4 had been previously surveyed for archeological resources (Curry 1984, 1990). The locations of several proposed associated ancillary facilities -- two new parking areas within the town (parcel 1609 and parcel 1364), a stormwater management area, and a wetland replacement area (98- 49) -- also were surveyed.

**Figure 07.** Strausburg property.

These studies included both archeological investigations and an architectural identification and evaluation of standing structures within, adjacent to, or visible from the proposed bypass corridor.

The project area is an upland flat situated within the Coastal Plain physiographic province, on the Eastern Shore of the Chesapeake. It lies at the boundary between Council for Maryland Archeology Research Unit 4 (Choptank Drainage) and Research Unit 5 (Chester River-Eastern Bay Drainages). Elevations range from 0 - 8 m (0-26 ft.) above sea level. The great majority of the area crossed by the railroad grade (the Alternate 3 route) consists of poorly drained Elkton silt loam. The only section predicted to have relatively high probability for prehistoric occupation was a 150 m (500 ft.) segment in a no-till cornfield at the northern end, where the right-of-way (ROW) crosses Othello soils and an intermittent stream. The nearest permanent water source is Broad Creek.

The field survey, conducted on August 18-19 and October 21-22, 1998, entailed subsurface testing by manual excavation of shovel tests, generally at 20 meter intervals, supplemented by surface survey. Seventeen tests were placed in parcel 1609; 12 tests in parcel 1364; nine tests at the wetland mitigation site 98-49; and 18 tests and four radials in the high-probability section of the ROW (including the stormwater pond.) A short (ca. 300 m), low-probability ROW segment, located south of Railroad Avenue, was a soybean field with about 60-70 percent surface visibility. This segment was surveyed by pedestrian transect.

**Figure 08**. Crooked Intention.

## CONCLUSIONS AND RECOMMENDATIONS

One of 17 shovels tests in parcel 1609 produced four prehistoric lithic artifacts, including a very small quartz biface fragment, probably the basal portion of a Piscataway or Teardrop point. Apart from these artifacts, historic or recent debris (brick fragments, numerous oyster shell fragments, and pieces of clear bottle glass) was also present. Other tests yielded only brick fragments, cinders, small pieces of bottle glass, and plastic. The near-surface deposits were compacted; mottling, chunks of concrete and asphalt, clearly showed that filling and grading had taken place. In lot parcel 1364, a low density of historic/recent artifacts was present in 11 of the 12 shovel tests. Recovered items included machine-made and blown-in-mold bottle glass, whiteware, white granite ware, saltglaze stoneware, and one pearlware sherd. Hardware, nail and various metal objects, along with window glass, plastic, coal, and a few animal bones were also recovered. Apart from the pearlware, these artifacts indicate twentieth-century deposition, either as fill or field scatter.

At the wetland mitigation site, no cultural material (apart from a few brick and glass fragments) was recovered. In addition to the shovel tests, the exposed surface along the edge of the bean field to the east was examined, for a distance of about 100 m. No artifacts were observed. No artifacts were found in the surface survey south of Railroad Avenue. In the high-probability area, apart from recent bottle glass, plastic, and oyster shell fragments, one prehistoric artifact was found: a Macpherson-like side-notched point, made of dark brown chert, lacking its tip and one basal corner. These finds were not considered significant and were recorded as isolated find 18TAX13. No additional archeological investigations were recommended.

**Table 3. Results of Historic Architectural Investigation.**

| | MTHI # | Address | Type | Age | Significance |
|---|---|---|---|---|---|
| 1 | T-0048 | "Crooked Intention" | Agriculture, Plantation | 18th century | NRL |
| 2 | T-0209 | "Rolles Range" | Residential, African | 19th- 20th century | x |
| 3 | T-0577 | St. Michaels Historic District, not in count | Mixed | 18th century | NRL |
| 4 | T-1086 | 955 S. Talbot | Residential, House | late 19th/ early 20th | x |
| 5 | T-1087 | 947 S. Talbot | Residential, House | t | |
| 6 | T-1088 | 943 S. Talbot | Residential, House | | x |
| 7 | T-1089 | 941 S. Talbot | Residential, House | late 19th/ early 20th | x |
| 8 | T-1090 | 929 1/2 S. Talbot | Residential, House | t | x |
| 9 | T-1091 | 919 S. Talbot | Residential, House | | x |
| 1 | T-1092 | 917 S. Talbot | Residential, House | late 19th/ early 20th | x |
| 1 | T-1093 | 915 S. Talbot | Residential, House | late 19th/ early 20th | x |
| 1 | T-1094 | 913 S. Talbot | Residential, House | late 19th/ early 20th | x |
| 1 | T-1095 | 911 S. Talbot | Residential, House | t | x |
| 1 | T-1096 | 106 Maple Street | Residential, Dining Hall | pre WWII | x |
| 1 | T-1097 | 107 Maple Street | Residential, House | 1940s | x |
| 1 | T-1098 | 109 Maple Street | Residential, House | 194's | x |
| 1 | T-1099 | 701 Division Street | Residential, House | 1940s | x |
| 1 | T-1100 | 700 Division Street | Residential, House | 1940s | x |
| 1 | T-1101 | 205 W. Chew Avenue | Residential, House | late 19th century | NRL |
| 2 | T-1102 | 206 W. Chew Avenue | Residential, House | late 19th- early 20th | NRL |
| 2 | T-1103 | 207 W. Chew Avenue, "Mary R. Sylvester House" | Residential, House | late 19th century | NRL |
| 2 | T-1104 | 208 W. Chew Avenue | Residential, House | early 20th century | NRL |
| 2 | T-1105 | Back Creek Public Wharf | Commercial, Wharf | 1940s | x |
| 2 | T-1106 | 503 Tilden Street, "Caulk House" | Residential, House | 1878 | x |
| 2 | T-1107 | 123 W. Chestnut Street, "Rigby Valliant House" | Residential, House | late 19th century | NRL |
| 2 | T-1108 | 119 Grace Street | Residential, House | late 19th century | NRL |
| 2 | T-1109 | Delmarva Power Grace St. Substation | Industrial, Utility | 1930s | x |
| 2 | T-1110 | 230 Dodson Avenue | Residential, House | early 20th century | x |
| 2 | T-1111 | 232 Dodson Avenue | Residential, House | early 20th century | x |
| 3 | T-1112 | 234 Dodson Avenue | Residential, House | early 20th century | x |
| 3 | T-1113 | 300 Perry Street | Residential, House | turn of 20th century | x |
| 3 | T-1114 | 304 Perry Street | Residential, House | turn of 20th century | x |
| 3 | T-1115 | N/A Brooks Lane | Residential, House | turn of 20th century | x |
| 3 | T-1116 | 300 1/2 Brooks Lane, razed prior to 1999 | Residential, House | N/A | x |
| 3 | T-1117 | 24412 Chester park Lane | Residential, House | | x |
| 3 | T-1118 | 24348 Chester park Lane | Residential, House | | x |
| 3 | T-1119 | 112 Lee Street | Residential, House | 1901 | x |
| 3 | T-1120 | 24500 Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 3 | T-1121 | 24425 Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 4 | T-1122 | 24420 Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 4 | T-1123 | 24414 Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 4 | T-1124 | 24391 Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 4 | T-1125 | N/A Rolles Range Road | Residential, House | mid 19th- 20th | x |
| 4 | T-1126 | B.C. & A. Railway Corridor | Transportation | late 19th century | x |
| 4 | T-1127 | 24106 Mount Pleasant Road | Residential, House | late 19th- 20th | x |
| 4 | T-1128 | 24108 Mount Pleasant Road | Residential, House | late 19th- 20th | x |
| 4 | T-1129 | "Partnership" | Residential | 1740 | x |
| 4 | T-1130 | "Sedgefield," no longer within project | Residential, cottage | | x |
| 4 | T-1131 | 207 Brooks Lane | Residential, House | late 19th- 20th | x |
| 5 | T-1132 | "Strausburg Property" | Farmstead | early 20th century | x |
| 5 | T-1133 | "Environmental Concern" | Commercial, Nursery | unknown | x |
| 5 | T-1134 | "Hidden Harbor" | community | mid 19th- 20th | x |
| 5 | T-1135 | "Hatton's Garden" | Farmstead? | early 20th century | x |
| 5 | T-0059 | "San Domingo" | Agriculture, Plantation | 1805 | NR |
| 5 | T-0182 | "Rigby Lott," razed ca. 1988 | | N/A | x |
| 5 | T-0207 | "Mount Misery," no longer within project | Agricultural, Structure | early 19th century | |
| 6 | NA | "Rigby Farm," no longer within project, not in count | | | ND |

# Phase I Terrestrial Archeological Survey,5
# Maryland Route 5 – Hughesville, Charles County, Maryland5

*Archeological Report Number 209*

by

**William P. Barse, Daniel B. Eichinger,**
**Marvin A. Brown, and E. Madeleine Scheerer**
*URS Greiner, Inc.*

## ABSTRACT

Phase I archeological investigations were conducted by URS Greiner, Inc., under contract with the Maryland State Highway Administration (SHA), for the Maryland Route 5 – Hughesville bypass from December 21, 1998 to January 22, 1999 in Charles County, Maryland. Phase I investigations focused on examining the two proposed alternatives. One alternative consisted of a loop extending around Hughesville to the east, while the second involves widening existing MD 5 through the town.

Investigations along the eastern bypass alternative resulted in the discovery of two archeological sites. Site 18CH665 is a prehistoric lithic scatter with components dating to the Middle and Late Archaic periods. The second site, 18CH664, is a historic brick clamp of unknown age. Phase I investigations at Site 18CH665 did not reveal any intact archeological contexts. Therefore, URS Greiner, Inc., recommended that the site was not eligible for listing in the National Register of Historic Places. Phase I investigations at the historic brick clamp, 18CH664, did not recover any diagnostic artifacts in association with the clamp floor and rubble above the floor. Furthermore, archival research could not provide a historic association for the site. Thus, URS Greiner, Inc., recommended that 18CH664 was not eligible for listing in the National Register of Historic Places. No additional work was recommended for either site.

However, the Maryland Historical Trust (MHT) requested additional information on site 18CH664 in order to evaluate its National Register eligibility. This additional information was provided to MHT in a revised Phase I report. Upon review MHT stated that a Phase II archeological investigation of the site was warranted in order to evaluate and conclusively determine the site's National Register eligibility. The SHA proceeded with this Phase II investigation.

## INTRODUCTION

Phase I terrestrial archeological investigations were conducted by URS Greiner, Inc., for the MD 5 – Hughesville bypass from December 21, 1998 to January 22, 1999. The project area is located within the Western Shore division of the Maryland Coastal Plain physiographic province, about 16.1 km (10 miles) south of Waldorf. The project area, located in Charles County, is within Research Unit 9, the Estuarine Patuxent Drainage. Two alternatives are proposed, one a bypass to the east of Hughesville, and the second a proposed widening of MD 5 through Hughesville. The bypass, consisting of a proposed four-lane highway with two interchange reconfigurations, leaves current MD 5 at Nubian Drive, crosses Maryland Route 231 just east of Hughesville, and re-enters MD 5 south of Homeland Drive. Total bypass length is 4,480 m (14,700 ft.) with a width of about 70 m (240 ft.). The widening alternative calls for expanding MD 5 through Hughesville to create a seven-lane street approximately 49.5 ha (123.7 acres) were surveyed.


**Figure 09.** Project vicinity on 7.5' USGS (photorevised 1974) *Hughesville, MD* topographic quadrangle.

The project is located along a remote, inter-riverine upland flat that forms a drainage divide between the Patuxent River and the Potomac River. The nearest major water resources to the project area consist of tributaries of the Patuxent River and Indian and Swanson Creeks. The underlying geology of the project area is composed of the Brandywine Formation, a Pliocene deposit of mixed sand and gravel with minor quantities of silt and clay. Gravels present in this formation are composed mostly of quartzite, quartz, chert, and hard sandstone (Vokes and Edwards 1957; Cleaves et al. 1968). The gravels in this formation provided a local source of lithic materials for stone tool production. Soils developed on the Brandywine Formation include the Evesboro loamy sand and Beltsville silt loam. Fieldwork along the eastern bypass alternative involved the placement of 259 shovel tests on three parallel transects. Fifty-four shovel tests were excavated along the widening alternative. These investigations resulted in the documentation of two new archeological sites.

**Figure 10.** Site 18CH665.

## CONCLUSIONS AND RECOMMENDATIONS

Phase I field investigations within the proposed Hughesville bypass alternative revealed two archeological sites, 18CH665 and 18CH664. Site 18CH665 is a prehistoric lithic scatter with Middle and Late Archaic components. No intact subsurface contexts were present at the site. Fieldwork at Site 18CH664 revealed the remains of an intact burned floor, likely the base of a small historic brick clamp or kiln. No chronologically diagnostic artifacts were found associated with this site or in the immediate vicinity within the right-of-way, nor did archival research reveal any data to link it to known historic occupations in the Hughesville area. Neither site was recommended as eligible for listing in the National Register of Historic Places. No additional archeological work was recommended for either site in the bypass alternative, or for the widening alternative. MHT did not accept the recommendation in its entirety and stated that a Phase II archeological investigation of 18CH664 was warranted in order to evaluate and conclusively determine the site's National Register eligibility.

Access was denied to a property located along the eastern alternate. This property occupies a high interfluvial flat remote from any close source of fresh water. It is not considered to be in a high probability area for prehistoric sites, nor do historic maps suggest the presence of any historic archeological sites. Given its setting and the lack of any archeological resources to either side of the property it is unlikely that future survey, once access is granted, would identify any significant archeological resources. Historical research on the Quaker cemetery adjacent to the widening alternative did not identify any documents suggesting that unmarked burials may extend into the proposed project right-of-way. Thus, no further work was recommended in the Quaker cemetery vicinity.

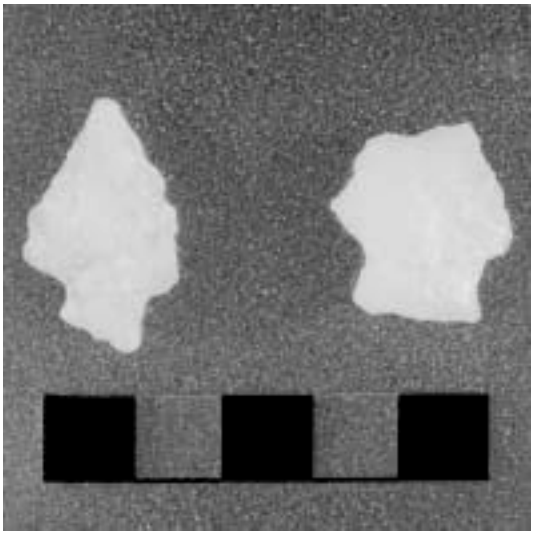

**Figure 11.** Projectile points (Left: Lamoka point from general surface collection. Right: Halifax point from SCB #5).

# Phase I Archeological Survey, Middle River Employment Center Access Study, Baltimore County, Maryland

*Archeological Report Number 211*

by

**Stuart J. Fiedel,**
**Charles D. Cheek, and Kevin Simons**
*John Milner Associates, Inc.*

## ABSTRACT

John Milner Associates, Inc. (JMA), conducted a Phase I survey for a proposed four-lane highway on the Middle River Neck in Baltimore County, Maryland (Research Unit 7). Five hundred and fifteen shovel tests were excavated within 32 ha of the proposed right-of-way under study. JMA's testing resulted in the identification of four sites (three prehistoric, one historic) and two isolated prehistoric finds (18BAX290). Sites 18BA467 and 18BA468 and Isolate 1 were identified on Alternate I-Modified. Site 18BA469 and Isolate 2 were found on the conjoined section of Alternates D and E. Site 18BA470 is situated on the route of Alternate F-1-Modified. Some 7.77 km (4.83 miles) of proposed Right-of-way had been surveyed previously for archeological potential.

Site 18BA467 is a ca. 350 square meter concentration of lithic and ceramic artifacts. Accokeek and Mockley sherds and a Piscataway-like point indicate Early and Middle Woodland occupation. Most cultural material was found in the B-horizon. Site 18BA468 is a dispersed scatter of lithic debitage, lacking diagnostics. Site 18BA469 is a small (70 square meter), discrete concentration of quartz debitage; a stemmed point base and a point tip, both probably of the Bare Island type, were found, indicating a date of ca. 1500-2500 BC Site 18BA470, is a mid-nineteenth through twentieth-century residential compound, consisting of two cellar-holes, a circular well, and a brick-lined rectangular shaft (probably a privy). Three of the four sites investigated may be NRHP eligible under Criterion D.

## INTRODUCTION

In November and December 1998, JMA conducted a Phase I archeological survey for the Maryland State Highway Administration (SHA) of areas to be affected by the proposed construction of a four-lane highway on a new alignment on the Middle River Neck in Baltimore County, Maryland. The project area is situated on the Western Shore, within the Coastal Plain physiographic province (Research Unit 7). This area has a varied topography, including hills and knolls interspersed with wetlands, small terraces, and broad inland flats containing ponds.

Elevation ranges from 65.6 m (20 ft.) at the southern end to 426.4 m (130 ft.) near the northern edge. Four streams drain the project area: Windlass Run crosses the central portion, tributaries of Whitemarsh Run cross the northwestern section, and unnamed streams at the southern end lead to Saltpeter Creek and Frog Mortar Creek, respectively (Waite 1989). Soils belong to the Sassafras-Woodstown-Fallsington association.

SHA retained five alternates (D, D-Modified, E, F-1-Modified, and I-Modified) for detailed study. The proposed right-of-way ranges from 53 to 91 m wide, averaging about 64 m (210 ft.). The boundaries of the proposed right-of-way demarcate the area of potential effects of the project. Five hundred and fifteen shovel tests were excavated in the proposed right-of-way of the five alternates. The total right-of-way length is approximately 16.1 km (10 miles), of which some 4.83 km (3 miles) was surveyed previously. Roughly 3.64 km (2.2 miles) were treated as high-probability areas; 395 shovel tests were excavated in these areas, and 120 shovel tests were placed in low-probability areas.


**Figure 12.** Project vicinity on 7.5' USGS (photorevised 1985) *Middle River, MD* topographic quadrangle.

High probability for prehistoric sites were defined by the intersection of well-drained soils, slopes under 8 percent, and distance of less than 200 m from the nearest stream (Kavanagh 1982; Hughes and Weissman 1982). Areas adjacent to previously identified sites also were accorded high probability, as were areas in the vicinity of imprecisely located mid-nineteenth century mapped structures. All areas defined as possessing high probability, and a 20 percent sample of low probability areas, were tested. The tested area comprises 32 ha. In addition to shovel tests, two 1 x .5 m units were excavated at 18BA467, and one 1 x 1 m unit was excavated at 18BA470.

## CONCLUSIONS AND RECOMMENDATIONS

Testing resulted in the identification of four sites (three prehistoric, one historic) and two isolated finds. Site 18BA467, on the I-Modified right-of way, is a ca. 350 square meter concentration of lithic and ceramic artifacts. Most of the debitage is rhyolite, but ironstone or ferruginous quartzite, chert, and quartz flakes were also recovered.

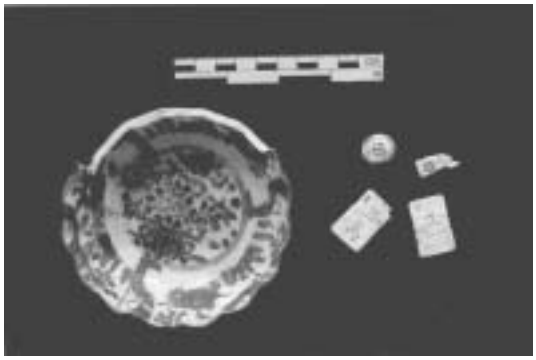

**Figure 13.** Site 18BA470: Porcelain bowl with hand painted and transfer print decoration and ivory Mah Jongg gaming pieces.

Accokeek and Mockley sherds and a Piscataway-like point indicate Early and Middle Woodland occupation (Ebright 1992; Stewart 1992). The ceramics suggest cooking and food storage, perhaps indicative of a relatively long-term encampment rather than a transient hunter's stop. An unusual aspect of the site is the presence of two expedient pestles, elongate river-worn pebbles with ends damaged by pounding. Although some cultural material was found in the uppermost humic zone, most occurred in the undisturbed B-horizon. Undisturbed interior campsites with ceramic components are quite rare in the Coastal Plain and Piedmont zones, so this site may be eligible for the National Register of Historic Places (NRHP) under Criterion D. It may be able to provide data on prehistoric chronology, settlement patterns, and technology.

Site 18BA468, also on the I-Modified right-of way, is a dispersed scatter of lithic debitage. Only one shovel test contained more than one flake, and no temporally diagnostic prehistoric artifacts were recovered. This site appears not eligible for the NRHP, and no additional testing is recommended. Site 18BA469, on Alternates D and E conjoined, is a small (70 square meter), discrete concentration of quartz debitage, located near the previously identified prehistoric site, 18BA377. A stemmed point base and a point tip, both probably of the Bare Island type, were found, indicating a date of ca. 1500-2500 BC This site probably constitutes the remains of a single brief Late Archaic occupation. Most of the debitage was found in the lower level, suggesting that intact undisturbed deposits are present. Despite the site's small size, it may be important, because, apart from minor displacement due to soil processes and bioturbation,

the artifacts probably lie where they were discarded 4,000 years ago. It may even be possible to distinguish the remains of the activities of two or three contemporaneous stone-workers. If such inferences concerning prehistoric technology are feasible, the site may be NRHP-eligible under Criterion D.

Site 18BA470, on Alternate F-1-Modified, is a mid-nineteenth through early-twentieth-century residential compound, consisting of two cellar-holes, a circular well, and a brick-lined rectangular shaft (probably a privy). The distribution of artifacts and features may indicate two separate occupations. The location of this building complex corresponds closely to the mapped location of an unnamed residence on the 1901 United States Coastal and Geodetic Survey map. A less secure link can be drawn between the complex and the Thomas Biddison residence depicted on an 1877 map and the Samuel Wilkinson residence shown in this vicinity on an 1850 map. This site's well-preserved archeological deposits could provide information on economic and social aspects of the transition from agricultural to suburban land uses. It is also possible that one of the houses on the property burned in the early twentieth century, providing a more complete sample of material culture than is often available on rural domestic sites. The site is potentially significant under Criterion D.

Two isolated prehistoric finds were also identified. Isolate 1 (18BAX290), on the I-Modified right-of-way, comprises two quartz flakes from a single shovel test. Isolate 2 (18BAX290) consisted of an edge fragment of a quartz biface, and a small flake from one radial test.

**Figure 14.** Site 18BA468: red clay pipe bowl with Masonic insignia.

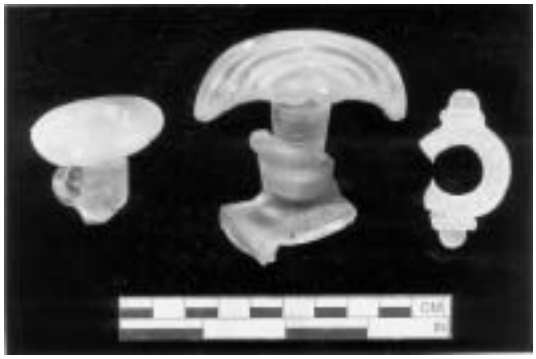

**Figure 15.** Site 18BA470: Clear glass perfume bottles with stoppers and decorative handles.

# Phase Ib Intensive Archeological Identification Survey for the Relocation of Shlagel Road, Extending Northeast from Mattawoman-Beantown Road [MD 5], Charles County, Maryland

*Archeological Report Number 219*

by

**William M. Gardner,**
**Joan M. Walker, John P. Mullen, and Gwen Hurst**
*Thunderbird Archeological Associates, Inc.*

## ABSTRACT

A Phase Ib intensive archeological identification survey was conducted for the proposed relocation of a portion of Shlagel Road. Relocating will improve access onto Mattawoman-Beantown Road (MD 5). The project area included both the proposed corridor for Shlagel Road Relocated and a 2.44 ha (6.1 acres) parcel to be cleared and grubbed in connection with the new road construction. The survey was carried out for the State Highway Administration (SHA) by Thunderbird Archeological Associates, Inc., during September 1999. The survey methodology included background and archival work in addition to shovel testing at 20 m intervals within the Area of Potential Effects (APE). Two mid to late twentieth century trash refuse locations were identified within the APE, but are of little significance. No sites were recorded and no additional work is recommended.

## INTRODUCTION

A Phase Ib intensive archeological identification survey for the relocation of a portion of Shlagel Road to improve access onto MD 5 was carried out for SHA by the Thunderbird Archeological Associates, Inc., during September 1999. The project includes associated minor modifications to the median of MD 5 and to drainage systems, and the clearing and grubbing of a 2.5 ha (6.1 acres) parcel. The relocation will also involve the removal of the 274.4 m (900 ft.) of existing Shlagel Road east of the current intersection with MD 5. A new arc of roadway will be constructed at a right angle to the remaining portion of Shlagel Road, and will intersect with Mattawoman-Beantown Road about 274.4 m (900 ft.) south of the old intersection. The APE measures approximately 2.8 ha (6.8 acres).

Lying within the Western Shore Coastal Plain physiographic province, and between the headwaters of a tributary to Zekiah Swamp Run and a tributary of Mattawoman Creek, the APE is included within Archeological Research Unit 11. Topographically, the APE is situated on low relief interfluvial flats. Unconsolidated sands clays and gravel characterize the region (Vokes and Edwards 1974). Soils within the project area are primarily Leonardtown silt loam; a type better drained than other Leonardtown series soils (Maymon et al. 1997). The project borders on an area designated as wetlands. A wooded portion within the APE had been previously logged. Another area is currently being used as pastureland.

A review of the Maryland Archeological Site Survey files revealed no previously recorded sites within the APE. Although a few scattered prehistoric flakes and modern historic debris were located in the land between the APE and MD 5 during a gas line study (Maymon et al. 1997), these were deemed to not represent sites and were not registered as such. A study of historic maps preceded fieldwork; but no structures were located within the project area either in the pedestrian survey or in subsequent shovel testing of the APE. Of the seventy-seven shovel test pits (STP) that were excavated, ten were positive, producing mid to late twentieth century historic artifacts. A mid-twentieth century historic surface trash deposit was located within the wooded portion of the APE. A second, widely scattered, mid to late twentieth century trash deposit is in the cow pasture. All artifacts from the STP came from the AP horizon.


**Figure 16.** Project vicinity on 7.5' USGS (photorevised 1985) *Brandywine, MD* topographic quadrangle.

## CONCLUSIONS AND RECOMMENDATIONS

The Phase Ib archeological identification survey of the APE for the relocation of a portion of Shlagel Road in Charles County, Maryland, yielded no new archeological sites. Two mid-to-late twentieth century trash refuse locations were identified within the Shlagel Road relocation corridor. The artifacts included primarily glass, with few ceramics and no architectural materials, and are not indicative of a domestic structure. All cultural materials date to the mid-to-late twentieth century. The locations are of little significance and no additional work is recommended.

**Figure 17.** View of Mattawoman-Beantown Road, looking north.

# Phase I Archeological Investigations for the MD 424 At Rossback Road Storm Water Management Pond Anne Arundel County, Maryland

*Archeological Short Report*

by

**Carol A. Ebright**
*Maryland State Highway Administration*

## ABSTRACT

Phase I intensive archeological survey was conducted for the expansion of the capacity of a storm water management pond in the vicinity of Rossback Road. The project is in Maryland Archeological Research Unit 8: the Riverine Patuxent drainage. Shovel tests excavated in the new pond location yielded modern litter and a single quartz flake. The flake has been assigned isolated find number 18ANX150. No archeological sites were recorded and no further work is recommended.

## INTRODUCTION

This Maryland State Highway Administration (SHA) project consists of retrofitting storm water management (SWM) ponds and other drainage improvements in the vicinity of the US 50/301 and Rossback interchanges with MD 424. Constructing a new pond northwest of Rossback Road will expand storm water capacity. The proposed pond will impact approximately .16 ha (.4 acres) within existing SHA right-of-way. SHA conducted Phase I fieldwork at the location of the proposed pond on March 12, 1999. The proposed SWM pond site is located in the Atlantic Coastal Plain physiographic province on the Maryland Western Shore, close to the divide between the Patuxent River and the South River drainages. Underlying Coastal Plain sediments consist of Miocene marine sands, silts, and diatomaceous silts of the Calvert formation (Glaser 1976). Soils developed on this parent material consist of Marr fine sandy loam. Since colonial times, Marr soils were most frequently used for tobacco cultivation (Kirby and Matthews 1973). Undisturbed portions of the project area are very gently sloping and under cultivation. Areas immediately adjacent to MD 424 and Rossback Road are steeply cut back and ditched.

There were no recorded archeological sites within or archeological surveys of the project area prior to this Phase I investigation. Deep, well-drained soils in close proximity to upland stream headwaters suggest that small, special purpose prehistoric archeological resources were likely to occur. Euro-American settlement of inland and upland portions of Anne Arundel County began in the mid to late seventeenth century and continued throughout the eighteenth century. Historic archeological resources are likely to be found in the project area.

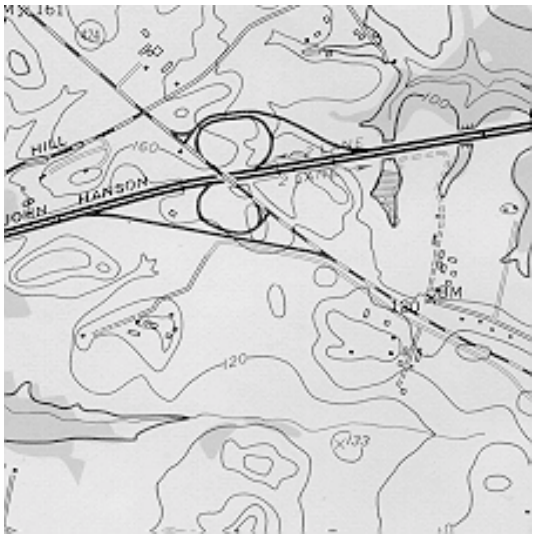


**Figure 18.** Project vicinity on 7.5' USGS (photorevised 1993) *Bowie, MD* topographic quadrangle.

## CONCLUSIONS AND RECOMMENDATIONS

At the time of survey, the intact portion of the project area was largely snow-covered, affording no surface visibility. Four shovel tests (STPs 1-4) were laid in

along the right-of-way line at 20 m (65.6 ft) intervals. Two additional shovel tests (STPs 5-6) were placed perpendicular to this line at 10 m from STPs 2 and 3 respectively. All shovel tests were 40 cm in diameter and excavated to at least 50 cm in depth. All soil was screened through .25 in mesh. Sixty Historic period artifacts were recovered from all shovel test pits and consist largely of bottle glass (n=50). Other items recovered include automotive glass, a shotgun shell, and a small fragment of aluminum, asphalt fragments and a few shreds of plastic and Styrofoam. None of the bottle glass appears to predate all-machine-made technology. The historic artifact assemblage was most probably derived from a combination of field scatter and road litter. All historic artifacts were discarded.

A single quartz decortication flake was recovered from the plow-zone of STP 6, located near the edge of the cut slope. This prehistoric artifact has been assigned isolated find number 18ANX150. No archeological sites were located during Phase I survey. The construction of the proposed SWM pond will impact no archeological resources eligible for listing in the National Register of Historic Places, and no further work is recommended.


**Figure 19.** Project vicinity on (1860) Martenet Map of Anne Arundel County.

# Archeological Survey of an Additional Wetland Mitigation Site For the UMES Access Road, Somerset County, Maryland

*Archeological Short Report*

by

**Richard G. Ervin**
*Maryland State Highway Administration*

## ABSTRACT

State Highway Administration archeologists performed additional Phase I archeological survey of a wetland mitigation site under consideration for the University of Maryland Eastern Shore Access Road, Somerset County, Maryland (Maryland Archeological Research Unit 3). The project requires about .4 ha (1 acre) of wetland mitigation, but archeologists examined an area measuring about 2.0 ha (5 acres) in size. One isolated chert flake (18SOX22, Lot 1) was recorded by the project. The survey results indicate that no significant archeological resources will be impacted by the proposed construction, and no further archeological work is warranted.

## INTRODUCTION

Maryland State Highway Administration archeologists conducted a Phase I archeological survey of a new wetland mitigation site under consideration for the planned University of Maryland Eastern Shore (UMES) Access Road, in Somerset County, Maryland. The site was chosen for consideration after the previously examined Fairwind property (see Wall 1993) was dropped from consideration for technical reasons. The new site is located on the south side of the UMES campus, in an agricultural field south of the Manokin River.

The project involves construction of a wetland measuring approximately .4 ha (1 acre), in compensation for impacts anticipated from construction of the new access road (see Roulette and McCarthy 1991; Crist and McCarthy 1992). Wetland creation will be accomplished either by blocking existing agricultural ditches, or by excavation. The project will be done under the auspices of the Federal Highway Administration, and will involve federal funding. The project area is located in the Eastern Shore Division of the Coastal Plain, along the Manokin River, within Maryland Archeological Research Unit 3, the Nanticoke- Wicomico-Manokin- Big Annemesex drainage. The mitigation site is within an agricultural field bordering the riverine headwaters of the Manokin River, which is a second order stream in the project area but becomes an embayed estuary of the Chesapeake Bay. The surrounding area is generally level, and is underlain by deposits dating from the Cretaceous through the late Cenozoic (Vokes and Edwards 1974; Wall 1993). Surface deposits date to the Pleistocene and Holocene, and are of fluvial and aeolian origin (Wall 1993). The project area was in winter wheat stubble that had been planted in soybeans, and there was little or no surface visibility. Soils in the project area are mapped as poorly drained Fallsington sandy loam, poorly drained Othello silt loam, and very poorly drained Pocomoke loam. Today, an extensive ditch system gives the project area and surrounding agricultural fields better drainage than the mapped soil series indicate. Previous archeological studies in the project vicinity include the M/DOT study conducted by Wesler et al. (1981). No resources were recorded along US Route 13 south of the study area. Davidson and Eaton (1985) surveyed a parcel between Kings Creek and Back Creek six km southwest of the project area. They recorded 10 sites, most dating to the nineteenth century, with several containing eighteenth century components. One prehistoric site dated to the Late Archaic period. Several investigations have been done on the property of the University of Maryland, Eastern Shore in connection with the project area. Roulette and McCarthy (1991) performed the initial Phase I investigation for the project and recorded historic and prehistoric Site 18SO14, and historic Site 18SO1487.

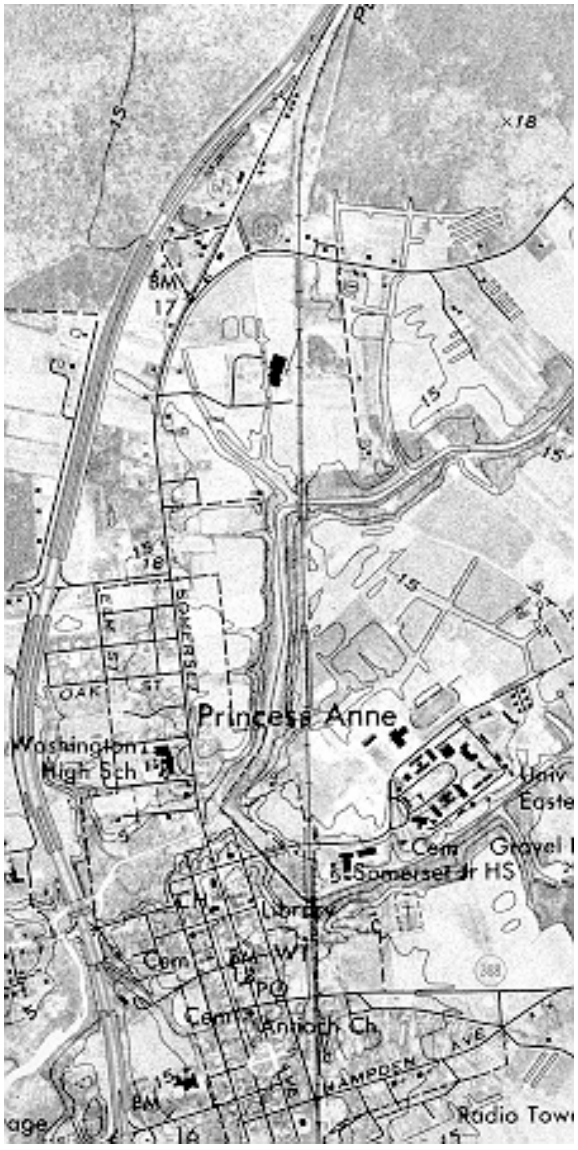


**Figure 20.** Project vicinity on 7.5' USGS (1972) *Princess Anne, MD* topographic quadrangle.

Phase II investigations subsequently conducted at 18SO147 (Siegel and Wuellner 1993) determined the site to be ineligible for the Register. Crist and McCarthy (1992) performed supplemental Phase I investigations for additional project alternates, but recorded no archeological sites. Wall (1993) identified historic and prehistoric Site 18SO168 within the area of the Fairwind wetland mitigation property, and concluded the site to be ineligible for the National Register. The Lake, Griffing, and Stevenson (1877) Atlas of Somerset County (Wicomico Bicentennial Commission 1976) depicts two residential structures along ancestral Tom Nichols Road, which leads to the wetland site. One structure is shown on the USGS (1901) 15' quadrangle in the same location, and an extant, but now abandoned and dilapidated residence to the west of the study area may be the same structure. These facts suggested that the project had the potential to contain historic archeological resources.

**Figure 21.** Project vicinity on 1877 Lake, Griffing, and Stevenson map of Somerset County.

## CONCLUSIONS AND RECOMMENDATIONS

The area was investigated (July 1 to 16, 1999) by 40 cm diameter shovel test pits excavated in a 20 m grid. Soil was screened through ¼ inch mesh, and material from different stratigraphic layers was bagged separately. In order to evaluate soil formation and depositional processes, initial shovel test pits were excavated as deep as practical, to a maximum of about 100 cm. Profiles showed surface fill in the northernmost portion of the field, probably redeposited material dredged from the Manokin River. Stratigraphy indicated that the land surface originally sloped gently down to the Manokin, with no trace of the levee present today.

A total of 63 shovel tests were excavated in the field. A single rhyolite flake was recovered from Shovel Test Pit 17 at the base of the plowzone and designated 18SOX22, Lot 1. One window glass fragment was observed on the surface at Shovel Test Pit 58, but was not collected. No other cultural material was recorded by the project. The isolated artifacts are unable to provide information important in history or prehistory, and are not eligible for the National Register of Historic Places. No further archeological work is warranted for the project.

# Landform-Soils Modeling of Archaeological Settlement Patterns: Phase I Survey of Eight Areas Along the U.S. 301 Corridor in Prince Georges and Charles Counties, Maryland

*Archeological Report Number 167*

by

**Joel D. Gunn and Jeffrey L. Holland**
*TRC Garrow Associates, Inc.*

## ABSTRACT

TRC Garrow Associates, Inc., conducted Phase I archeological fieldwork at eight constrained and archeologically sensitive areas along the U.S. 301 corridor in Prince Georges and Charles counties, Maryland. The study lies in three Maryland Archeological Research Unit (MARU) areas. They are identified as Units 8, 9, and 11 in the Western Shore area of the Coastal Plain pyhsiographic province. The land surveyed ranged in size from approximately 20.2 to 283.3 ha (50 to 700 acres) per area. The total combined size of the eight study areas surveyed was 1,109 ha (2,740 acres). During the course of the survey, six new sites were discovered and one was re-visited. Of these, four were in predefined "high site sensitivity soils;" and two were in "low" or "unconsidered site sensitivity areas." Five, including a previously discovered site, were recommended for further work to determine eligibility for the National Register of Historic Places (NRHP). The remaining sites were ephemeral and substantially ruined, and do not possess sufficient integrity to require further work.

## INTRODUCTION

The U.S. 301 project planning study areas are located along the U.S. 301 corridor in Prince Georges and Charles Counties, Maryland. The corridor originates east of the District of Columbia at Bowie, near U.S. 50, and follows southward along the ridge of the Potomac-Patuxent interfluve. The State Highway Administration (SHA) plans improvements to this corridor at some time in the future. This report documents Phase I archeological survey of eight constrained and archeologically sensitive areas along the corridor. The objectives of the investigations were to model archeological site locations in the corridor area and to identify sites within the highest sensitivity areas in the constrained corridors.

From August through October 1996, a crew of four excavated 281, 40 cm shovel tests and two 50 x 50 cm test units in high site sensitivity soils. The Kerrick Swamp study area (Unit 10), Port Tobacco study area (Unit 11) and the MD 301 – MD 4 interchange are all included within the territory examined. The topography is characterized by knolls interspersed with small drainages, sometimes containing wetlands and somewhat elevated sandy soil.

Two kinds of areas identified by the State Highway Administration were defined as: *constrained areas*, where the corridor is narrowed by collateral development or topography; and *sensitive areas*, where historical or environmental characteristics suggested a need for investigation. A *constrained area* was defined when circumstances restricted the potential width for locating a right-of-way to less than 300 m. The scope of work called for a complete survey of high site potential tracts and a 10 percent survey of low potential tracts. Locations of previously reported sites in and near the project were analyzed for settlement patterns, especially with respect to Soil Conservation Service soils maps (Kirby et al. 1967; Hall and Matthews 1974; Kondolf 1983; Wagner 1994), and for a pilot study of data-based *Geographical Information Syst*ems (GIS) analysis. A series of previously defined landform type localities were selected as scenarios around which the complex array of information defining site location could be organized. Site frequencies on soil types were used to generate site sensitivity study areas.

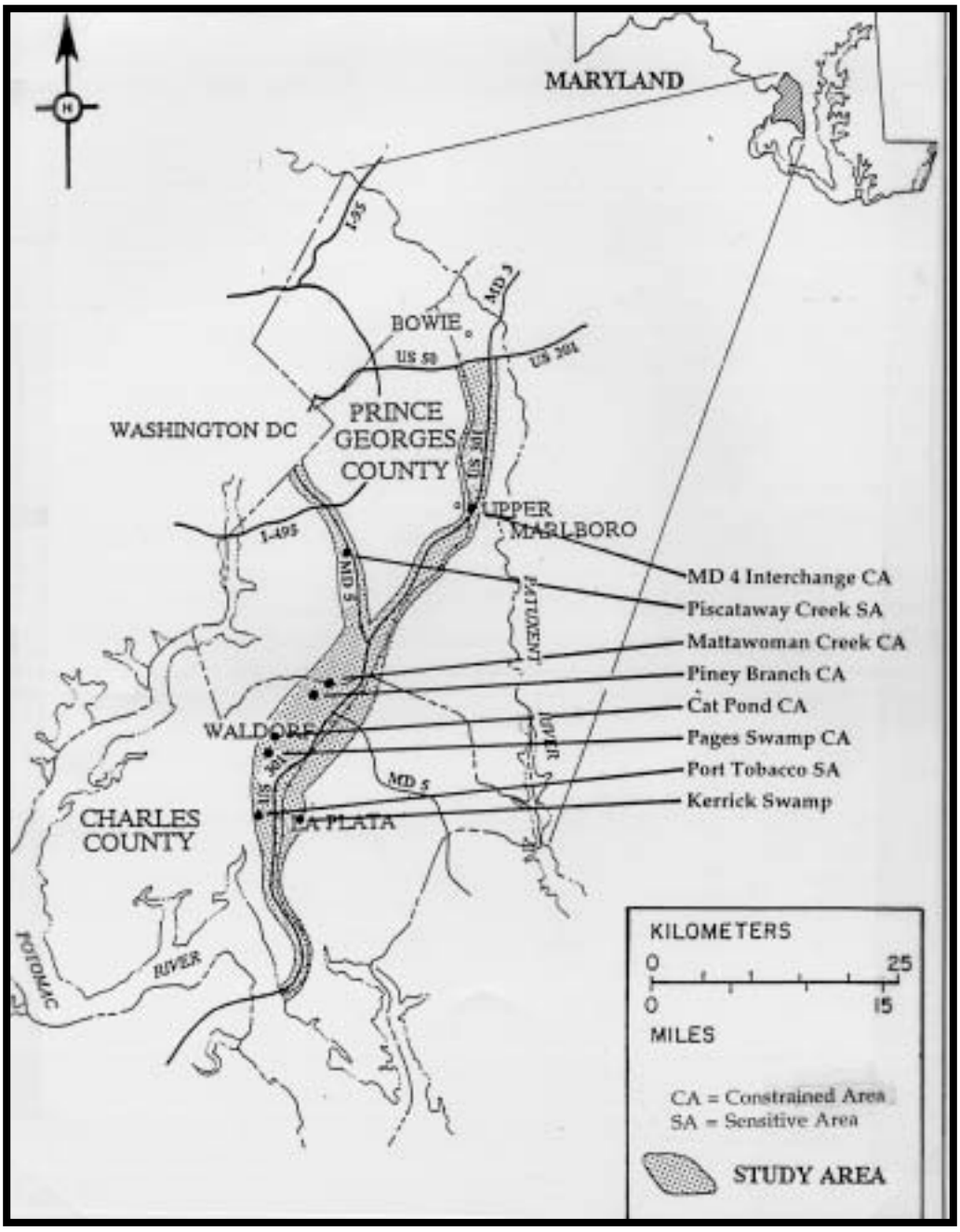


**Figure 22.** Map of project area.

**Table 4.** Site Evaluations from the U. S. 301 Planning Project.

| *Site* | *Component* | *Name* | *Prehistoric* | *Historic* | *Further Work?* | *Probability* | *Area* |
|---|---|---|---|---|---|---|---|
| 18PR538 | | Mitchell | Yes | Yes | No | UC | MD4 |
| 18PR315 | Update | Surratts | Yes | Yes | Yes | High | Piscataway |
| 18CH651 | | Wilkerson Cross | Yes | Yes | Yes | Low | Piney Branch |
| 18CH652 | | O'Neal | Yes | No | Yes | Low | Kerrick |
| 18CH648 | A | Bank &Ditch | No | Yes | Yes | Low-UC | Kerrick |
| 18CH648 | B | Fallen Str. | No | Yes | Yes | High | Kerrick |
| 18CH648 | C | KS Lithic 1 | Yes | Yes | No | High | Kerrick |
| 18CH649 | | KS Lithic 2 | Yes | Yes | No | High | Kerrick |
| 18CH650 | | Stoffer Farm | Yes | Yes | Yes | High | Port Tobacco |

The landform and soils environment type localities were used to guide selection of survey plots and to make pre-survey estimates of site location. A hypertext linked decision tree was developed to help future researchers consistently identify and catalog site type.

## CONCLUSIONS AND RECOMMENDATIONS

Background research indicated that the area is rich in history and several NRHP properties with standing structures are located near the project area, but none of them were situated within the study area. In some locations viewsheds may be an issue. Of the 281 shovel tests, 65 of them (23 percent) produced archeological artifacts that led to the identification of six new sites. A seventh (previously known) site was revisited.

The pattern of discovered sites in this study supports the findings, of Steponaitis (1986) and Barse (1988), that site density increased substantially at lower elevations and nearer estuaries. The fieldwork returned no new type localities, but provided considerable insight into the nature of upland margin sites during both historic and prehistoric times. Researchers noticed a new variant based on the observation that early historic dwellings were sometimes placed upon the terminus of ridges overlooking swamps. These sites were located near upland sources of freshwater and had access to wetlands. Another pattern that is especially notable is the inverted settlement habits of historic and prehistoric people. Prehistoric people lived on prime agricultural soils whereas historic people lived by them.

Future work at the MD 4 Interchange Constrained Area should focus on the lower elevations along the south side of the area because the landowner refused permission for researchers to access this area. Any undeveloped land falls in the zone are most likely to have archeological sites. Further work was recommended to determine eligibility for the NRHP at 18CH650 (prehistoric and historic), 18CH651 (prehistoric), 18CH652 (prehistoric), 18CH648 (historic), and 18CH648b (historic), 18PR315 (prehistoric). Additional work was not recommended for 18PR538 (prehistoric and historic), 18CH538 (prehistoric), 18CH648C (prehistoric and historic), 18CH649 (prehistoric and historic), and 18CH651 (historic).

**Sampson County Model: O'Neal Variant**.
The Sampson County model suggests that archeological sites will be located over or near the

edge of perched water tables. The perched water tables are supported by illuviated clay layers, impermeable bedrock strata such as fine-grained relict lake beds, and, in the case of many of the study area, fragipans. Three of the upland prehistoric lithic sites or components found during this survey are located near the conjunction of poorly drained soils and well drained gravelly lands or sandy soils. There is some evidence that historic homesteads were on occasion located on poorly drained soils next to well-drained soils. This reversal of soil preferences reflect the great value of well-drained soils, especially those appropriate for tobacco, during periods when tobacco provided a feasible avenue to wealth and a link to the world economic system, or when the land was overpopulated, as during the late nineteenth and early twentieth centuries.

**Satterwhite Model: Kerrick Swamp Variant**.

The settlement pattern at Kerrick Swamp, Zekiah Swamp, Mattawoman Creek, and probably other wetlands has a distinctive pattern of elite residences being located at the ends of ridges overlooking wetlands. Subsidiary dwelling and agriculturally related structures clustered around the great Georgian houses so that tobacco barns are on the nearest land serviceable for tobacco raising, and livestock and vernacular dwellings are on slopes below the great house toward the wetland. This is a variant of the Satterwhite type, in which agriculturists tend to locate dwellings on non-profitable lands. There was in fact a case of such a site location at Satterwhite, in which the second-generation located his homestead on less serviceable land in the midst of tobacco-appropriate soils. This suggests a subtle shift from the practical outlook of the father to a more luxury-oriented perspective of the son. This may be a pattern that will help locate first-generation structural remains on the Charles County ridges, for example, the Brown Site.

## STUDIES CONDUCTED IN THE PIEDMONT AND IN THE APPALACHIAN PROVINCES

| | |
|---|---|
| **I** | **Phase I Investigation – Hoke Grove Limestone Company** |
| **J** | **Phase III Data Recovery – Main Street in "Coney"** |
| **K** | **Historic Research and Monitoring – Hancock Streetscape** |
| **L** | **Phase I – US 219 Oakland Bypass** |

# Phase IB Intensive Archaeological Investigations on the Hoke Grove Limestone Company Property within Project No. I-70 from Mt. Philip Road to MD 144, Frederick County, Maryland

*Archeological Report Number 208*

by

**Robert D. Wall and Dana D. Kollmann**
*Robert Wall & Associates*

## ABSTRACT

Fieldwork for the Phase IB intensive archeological investigation in areas impacted by a proposed widening of I-70 adjacent to the historic Hoke Grove Limestone Company property in Frederick, Maryland was conducted in December 1998. The project area (.38 ha or .95 acres) is located at the base of the existing berm south of the eastbound lane of I-70. The investigation focused on areas within the linear segment of the right-of-way and near an historic building associated with the Hoke Grove Limestone Company (F-3-145). Shovel tests excavated within and adjacent to the proposed right-of-way recovered only a few fragments of modern debris. No features or any concentrations of historical artifacts associated with the Hoke Grove historic site were recovered. Since no substantive evidence of historic site occupation was recovered, and no features were identified, no further work is recommended.

## INTRODUCTION

A Phase IB intensive archeological investigation was undertaken for areas affected by the proposed widening of I-70 in the vicinity of the National Register eligible Hoke Grove Limestone Company historic property (F-3-145). The project area is located just off the south side of the eastbound lane of I-70 on the south side of Frederick, Maryland. The Hoke Grove Limestone Company property will be impacted by the construction of an additional travel lane with a 3 m (10 ft.) shoulder and a new 4.6 m (15 ft.) auxiliary lane. These impacts would take place along the property's northern boundary. The project's Area of Potential Effects (APE) contains approximately .38 ha (.95 acre). Hoke Grove Lime Kiln, a nineteenth century commercial enterprise, was operated by the Hoke and later the Grove family of Frederick. Both of these families were prominent in the history of Frederick.

Given the presence of extant historic buildings adjacent to the project area, subsurface testing was utilized to determine whether any historical archeological remains associated with the lime kiln complex existed within the APE.

The closest building of historical significance is a stone-walled building with stone chimney that may have served as a kitchen and/or blacksmith shop during the operation of the lime kilns.


**Figure 23.0** Project vicinity on 7.5' USGS (photorevised 1993), *Frederick, MD* topographic quadrangle.

**Figure 24.** South side of blacksmith/ kitchen building.

Background research showed that several Cultural Resources Management projects were conducted in the vicinity of the project area, including surveys by Cheek et al. (1993), Geasey (1974), Curry (1978), and Epperson (1980). Finds from these projects included both historic and prehistoric materials. However, no prior archeological surveys had been conducted within the APE and no archeological sites were recorded.

## CONCLUSIONS AND RECOMMENDATIONS

Previous disturbances to the landscape between the fence line bordering the residential property and I-70 were significant, most of this resulting from the construction of I-270. Other areas have been extensively modified and landscaped, probably during construction of a driveway and the garage on the Hoke Grove property.

Sixteen shovel test pits were placed along the proposed road-widening corridor on a single transect at 5 m intervals. An additional four shovel tests were excavated closer to the kitchen/blacksmith building to trace the nature and extent of debris associated with historic activities. Two shovel test pits were excavated within the disturbed area north of the driveway and near the eastern limits of the APE to ascertain whether any historical archeological remains associated with the kitchen/blacksmith building were located close to the APE. Shovel tests failed to produce historical artifacts or features that could be recovered and identified with the Hoke Grove complex. However, a few small finds of modern material were recovered. These finds were examined in the field and discarded. The four shovel tests scattered within the yard area behind the kitchen/blacksmith shop exhibited profiles similar to the line of shovel tests within the APE. None of these tests contained artifacts, i.e. there was a complete lack of artifacts and features related to the Hoke Grove Lime Company Site within or adjacent to the APE.

**Figure 25.** View of APE (linear shovel test alignment).

The shovel test profiles were similar in most of the project area except where significant disturbance cut deeply into the landscape. The disturbed A horizon or plow layer was similar in color and texture throughout the study area but varied greatly in depth to subsoil. The subsoil was the same in almost all of the units, a reddish yellow clay loam, typical of the strongly developed clay loam that characterize the Hagerstown series soils. This soil is ancient residual soils derived from the limestone bedrock and should have no cultural associations of any kind. No archeological deposits related to the Hoke Grove Lime Company were identified within or adjacent to the APE. It is recommended that no further archeological investigations be conducted within the APE for the current undertaking. It is clear that the concrete block garage is close to the APE boundary and that it may be removed during construction. If the garage is removed, it is recommended that all construction activities related to its removal be focused within and to the north of the driveway.

# Main Street in "Coney," A Study in Landscape Archeology
# Data Recovery—Maryland Route 36, Lonaconing, Allegany County, Maryland

*Archeological Report Number 195*

by

**Joseph Balicki, Elizabeth Barthold O'Brien, and Rebecca Yamin**
*John Milner Associates, Inc.*

## ABSTRACT

John Milner Associates, Inc. (JMA), conducted Phase I archival background research and archeological investigations of the area to be affected by streetscape improvements to Main Street (MD 36) in Lonaconing, Maryland in 1997. Data recovery was conducted in the summer of 1998. The proposed streetscape improvements included replacement of curbs and sidewalks, drainage improvements, and milling and resurfacing existing roadways and shoulders within the Lonaconing Historic District (AL-VI-B-113). The Phase I project area covered the Lonaconing Historic District and the Lonaconing Iron Furnace (18AG41), which are both listed on the National Register of Historic Places. The town developed in the 1830s as a company town for the George's Creek Coal and Iron Company. The iron operations soon failed, but the town continued to be company owned until the 1870s when the company sold off much of its holdings and private businesses developed along Main Street. The central business district burned in 1881, but no pre-fire town plan is known. Archeological resources (Site 18AG215) identified in Phase I subsurface excavations included surfaces and deposits as well as architectural features that pre-dated the fire. Thirty-three units were excavated in three areas between the street and the storefronts.

A municipal drainage system that predated the fire was found at the southern end of the project area. The drain was constructed as a stone box and covered with a layer of clay. A cobble surface above the drain appeared to be the pre-fire sidewalk. In the central area, a Late Archaic prehistoric component was identified at the bottom of a sequence that included several historic foundations and a substantial deposit relating to the fire. At the northern end, another pre-fire drain was exposed, as was evidence for landscaping relating to leveling the ground next to the street. Historic research for the Phase III developed a detailed demographic profile of the town's residents, many of whom were immigrants. The research also traced the transition from company ownership to private property ownership. Oral histories conducted during the excavation contributed information on coal mining and attitudes towards the town's history.

## INTRODUCTION

Located in western Allegany County, Lonaconing lies near the Allegany Plateau's eastern edge. Phase III data recovery investigations were conducted by John Milner Associates, Inc. (JMA), in the area to be affected by streetscape improvements to Main Street (MD 36) in Lonaconing in the summer of 1998. Based on the Phase I investigations conducted by JMA in 1997, three areas containing eligible archeological resources on the west side of Main Street were selected for data recovery.

**Figure 26.** Commercial stores on Main Street, circa 1907 (courtesy of Albert Feldstein 1984).

Area 1 included the 30.5 m (100 ft.) long strip of sidewalk south of the southwest corner of Church and Main Streets; Area 2 extended north from the northwest corner of Douglas Avenue and Main Street for approximately 30.5 m (100 ft.); and Area 3 extended south from Koontz Run for about 33.5 m (110 ft.).

Stratigraphic units of varying sizes were excavated by natural soil stratum or fill layer. Post-field stratigraphic analysis resulted in the identification of five groups of strata, features, or interfaces that are considered together as an event or time period.

Group I represents the pre-fire historic occupation, including municipal works. Group II includes deposits related to the September 8, 1881 conflagration. Group III includes the destruction debris and fill associated with the razing of the burnt town. Group IV includes the rebuilding of the town after the fire and Group V the modern landscape. The evidence for prehistoric occupation was defined as a separate Group (Group VI). Standard quantitative analytical methods were not applied to the artifact assemblage on this project for a number of reasons. The artifacts basically came from roadside fills that could not be connected to specific occupants or even groups of occupants (a "neighborhood"). The largest assemblage dated to the time of a devastating fire and was burned beyond recognition except for basic material types.

In spite of these limitations, artifacts were organized by group and class following Stanley South (1977) and certain artifacts—pipes, and ceramics—were interpreted (Beaudry et al. 1991).

Population schedules prepared by the United State Census for 1880 and 1900 provided much of the data utilized to interpret late-nineteenth century Lonaconing on matters such as the economic importance of coal mining and the town's ethnic composition.

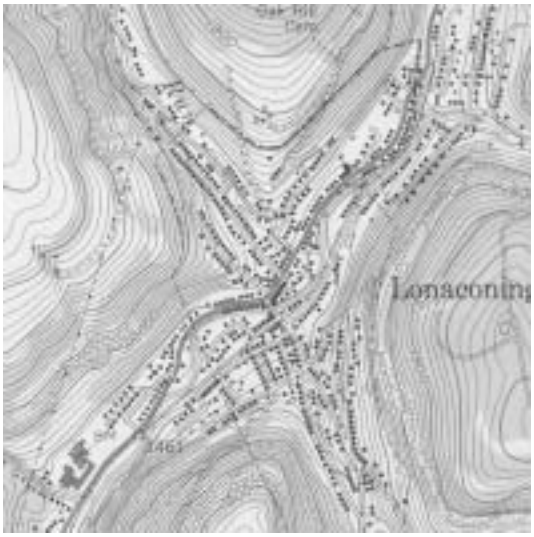


**Figure 27.** < Project vicinity on 7.5' USGS (photorevised 1981) *Lonaconing, MD* topographic quadrangle.

## CONCLUSIONS AND RECOMMENDATIONS

Eleven 1.52 x 2.13 m (5 x-7 ft.) units and one .91 x 2.44 m (3 x 8 ft.) unit were excavated in Area 1 south of the intersection of Church and Main Streets. A stone drain running parallel to the road edge appeared to belong to municipal improvements that pre-dated the 1881 fire. A thin layer of soil and subsoil above the drain related to the fire, and destruction debris, including burned artifacts, reflected post-fire clean up. The foundations of 1880s and 1898 buildings were present along the west side of the Area 1 project area. Associated with these buildings was a cobble paving reflecting the late nineteenth century sidewalk. Several fill deposits appeared to increase the elevation of the street surface and serve as bedding material for the cobble, and later brick, sidewalks. The largest artifact assemblage from this area came from post-fire debris, but most of the material was burned beyond recognition.

Ten units ranging between 2.13 x 2.13 m (7 x 7 ft.) and 1.37 x 1.83 m (4.5 x 6 ft.) were excavated in Area 2 extending north from the northwest corner of Douglas Avenue and Main Street. Two buildings containing three businesses (Love's Grocery, a beauty salon, and Boal's Funeral Home) fronted on the Area 2 project area. A remnant of a paleosol (buried former ground surface) was identified in seven units. This is the only location within the project area that yielded prehistoric artifacts and tangible evidence of historic occupations earlier than the fire. Diagnostic prehistoric artifacts from the paleosol included a rhyolite Susquehanna Broadspear and the proximal end of a chert Orient Fishtail projectile point.

Historic artifacts found in this stratum included fifteen ball-clay tobacco-smoking pipe fragments, several buttons, ceramic marbles, a "frozen Jenny" doll, and a small child's ring. Two foundations were also identified in this area. The foundations are interpreted as remnants of two stores John H. Perry built in the 1870s. Other features included a drain, a stepping stone, and cobble paving. Although no in situ fire-related deposits were identified in this area, post-fire debris included materials that probably came from Perry's buildings. Three-thousand fifteen (3,015) artifacts were recovered from these contexts. The largest proportion of them was architectural, but the presence of domestic artifacts suggests that tenants lived above the stores.

Eleven 1.52 x 1.52 m (5 x 5 ft.) units were excavated beneath the sidewalk in Area 3 extending north from the parking lot for Boal's funeral home to Koontz Run, the northern boundary of the project area. This portion of sidewalk passes in front of two private residences.

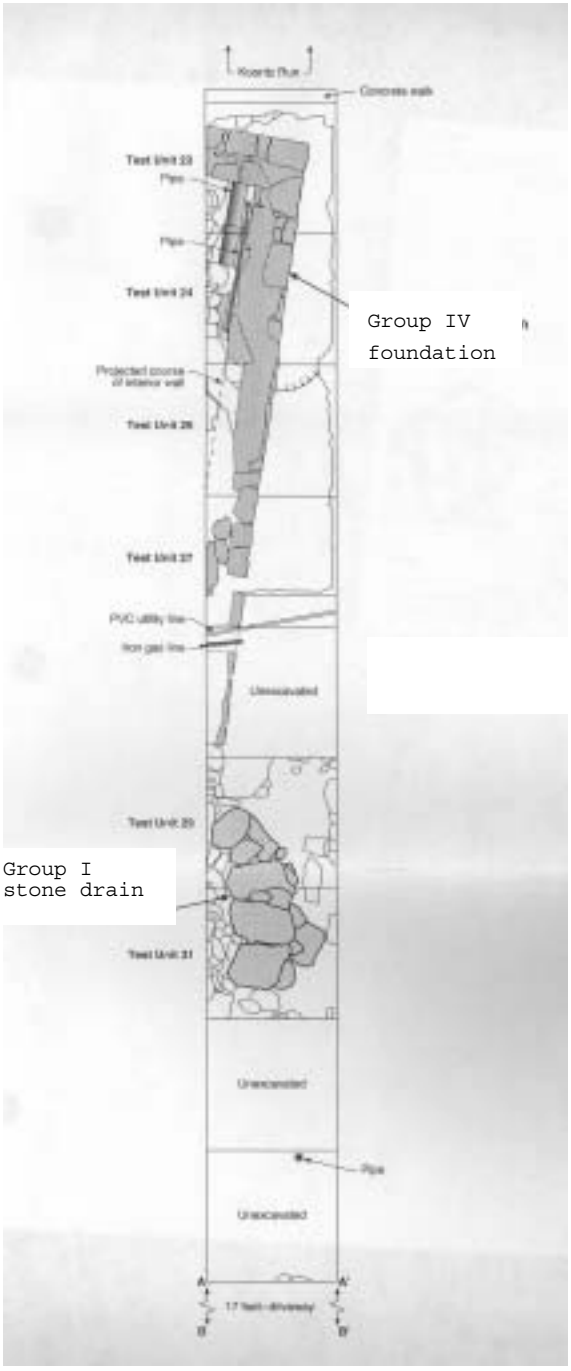


**Figure 28.** Composite plan map, showing municipal and architectural features.

The earliest activity for which there was evidence in the excavated area was the deposition of nearly-clean fill. The natural topography must have sloped steeply to the east since subsoil was encountered along the west sides of many units, but it was not reached on the east sides of these units. Cobble paving had been laid down on top of this modified ground surface at the southern end of Area 3. A remnant ground surface was exposed north of the paving. A stone drain, like the one found at the southern end of the project area in Area 1, cut through the ground surface and abutted the cobble paving. There was no evidence that a surface developed over the top of the drain, which may indicate that the drain was constructed just prior to the 1881 fire. No debris relating to the fire was found in this area, which at the time was owned by the German Lutheran Church. Post-fire debris was found only at the southern end of Area 3 and like the earlier fill deposits, it appeared to have been used to lessen the slope of the road grade and raise the land.

Although the post-fire debris could not be connected to any residential occupation, it contained many artifacts including 1,358 ceramic sherds. Burnt unidentifiable ironstone (71 percent) was the most abundant ceramic type.

The archeological exploration of a town streetscape is a particular kind of landscape archeology. It affords the opportunity to see how residents of a community manipulate their public space for both practical and aesthetic reasons. In the case of Lonaconing, the George's Creek Coal and Iron Company developed the town for the purpose of exploiting first iron, and finally coal. The company built the road in the 1830s, cutting and filling as necessary, but the company did not develop the area that became the business district in the 1870s.

The archeological evidence suggests that the business district along Main Street was developed after the company had begun to sell off its holdings, probably by people whose commercial success depended on the convenience and appearance of the town. Roadside drains were installed at either end of the business district and cobble paving was laid to create a surface that would not turn to mud in a heavy rain. When the center of town was destroyed by fire in 1881, its residents quickly rebuilt, aligning foundations more squarely to the roadway and covering the entire street with cobbles.

Between 1880 and 1900, Lonaconing installed electricity and indoor plumbing; women began to contribute substantially to household income as seamstresses, school teachers, and music teachers; and many houses acquired pianos or organs. With home ownership, people took a greater pride in their properties and invested in additions and decor. These changes, especially the physical ones, occurred early in Lonaconing compared to other mining towns, and appear to reflect diminishing company control. Although the artifacts recovered could not be associated with specific households, they provide general information on what people could afford and chose to own.

**Figure 29.** Area 2, foundation 1 exposed.

# Results of Archeological Monitoring and Historical Research for the Hancock Streetscape: Maryland Route 144 from Church Street to Methodist Street, Washington County, Maryland

*Archeological Report Number 196*

by

**Michael D. Scholl, Daniel Eichinger,**
**Madeleine Scheerer, and Terry Klein**
*URS Greiner, Inc.*

## ABSTRACT

URS Greiner, Inc., monitored streetscape construction within the Hancock Historic District (W-V-040), which has been determined to be eligible for listing on the National Register of Historic Places. Hancock grew at the intersection of roadways, rail lines, the C&O Canal, and the Potomac River in a hilly region of western Maryland. During the archeological monitoring, URS Greiner Inc., identified twenty-one features within the bounds of the project area. These features included seven coal chutes, an access door to a subterranean stairway, a concrete planter said to have once been used as a horse trough, a scatter of brickbats, two vaults, four sections of foundation, three stairwells, a concentration of building rubble, and a buried creek channel. The majority of these features represent responses to changing heating technology and the stairwells and porch foundations of torn down buildings. The archeological monitoring confirmed the utility of a treatment plan as a mechanism to identify and evaluate archeological resources within streetscape projects.

## INTRODUCTION

URS Greiner, Inc., monitored the removal of sidewalks and road, and conducted site-specific historical research. This research involved examination of published volumes and vertical files at the Western Maryland Room of the Washington County Free Library, various historic maps and atlases, and interviews with Don Corbett, Historian for the town of Hancock. Ebright and Capozzola (1997:6-15) previously developed a detailed historic context for the project area. URS Greiner's report documents the specific archeological features exposed by construction activities and discusses their specific history.

No previously recorded archeological sites are within the bounds of the Hancock project area. However, no formal surveys have been conducted. Previous research suggested that the environs of the town have a high potential for prehistoric resources, although historic development may have destroyed them. The potential for historic archeological resources related to the development of the town of Hancock was rated high.


**Figure 30.** Project vicinity on 7.5' USGS (photorevised 1971 *Hancock, MD* topographic quadrangle.

## CONCLUSION AND RECOMMENDATIONS

Archeological monitoring was carried out during July and August of 1998. Monitoring efforts identified 21 features most of which were built, in part, of cement. These features included seven coal chutes, an access door to a subterranean stairway, a concrete planter said to have once been used as a horse trough, a scatter of brickbats, two vaults, four sections of foundation, three stairwells, a concentration of building rubble, and a subterranean stream channel. Due to the excellent integrity of features within the project area, and their position under or outside of the project footprint, all features were preserved in place and recorded with scaled black and white, 35 mm photographs. Some features with architectural elements or remnants of sidewalk were given higher levels of recordation. Features 1 (Coal Chute), 9 (Coal Chute), and 19 (Demolition Rubble) were recorded with scaled black and white 35 mm photographs and mapped or were also recorded with scale drawings including plan maps and or profiles.

The archeological monitoring confirmed the utility of the treatment plan as a mechanism to identify and evaluate archeological resources within streetscape projects conducted in settings like the Hancock Historic District. In particular, the treatment plan's locations of high and low archeological potential matched the locations of the majority of archeological features identified during the monitoring program. We recommend that future streetscape projects be scoped in a similar manner. Of the twenty-one features found within the project area, eighteen features on twelve properties were located in high probability zones. No features were found in medium probability properties. Two features were located in low probability zones.

As a test case, the results of archeological monitoring in the Hancock Historic District suggest that in cases where the town has not gone through significant reorganization, background research, informant interview, field reconnaissance, and preliminary archival research are sufficient to predict the location of archeological features.

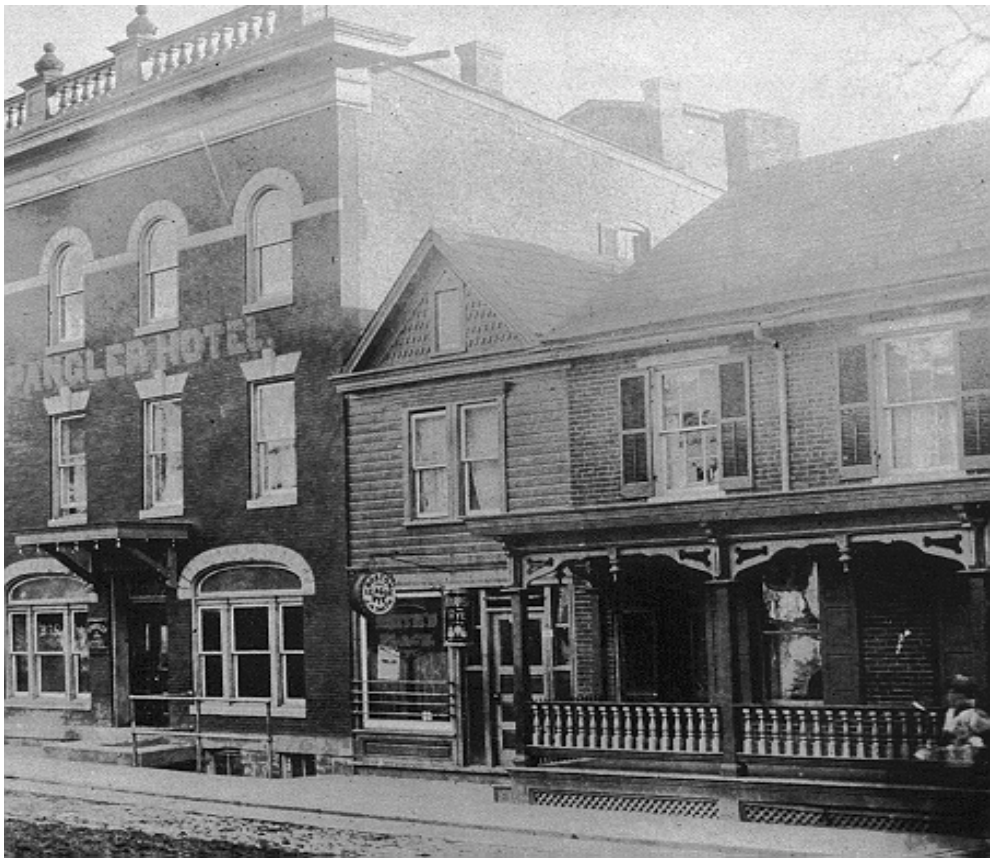


**Figure 31.** Spangler Hotel and adjoining buildings, circa 1900 (courtesy of Hancock Museum).

**Table 5.**
**Hancock Historic District Properties within Project Area:**
**Address, Present Use, Historic Use, Archeological Potential and Feature Number Assigned.**
(Sources: Reed 1989, Ebright and Capozzola 1997, and URS Greiner, Inc., field observations)

| Feature # | Address | Present Building | Prior Buildings? | Potential |
|---|---|---|---|---|
| Feature 1, Coal Chute | 119 Main Street, D. Stotlemeyer House II | Apartments C. 1860 | Unknown | High |
| Feature 2, Coal Chute | 117 Main Street, Mannings Beauty Salon | Beauty Salon C. 1920 | Unknown | High |
| Feature 3, Coal Chute<br>Feature 15, Coal Chute | 51-53 Main Street, Sky Knob Technologies | Store C. 1920 | Store Before 1908 | High |
| Feature 4, Trap Door | 21 Main Street, Spangler Hotel | Removed 1997-8 | Hotel Before 1877 | High |
| Feature 5, Coal Chute<br>Feature 8, Stairwell<br>Feature 12, Foundation<br>Feature 13, Foundation | 23-29 Main Street, Hancock Lunchroom | 4 Buildings Removed C. 1990 | Residence Before 1877 | High |
| Feature 6, Coal Chute | 114 Main Street, R. Broidrick Property | Residence Before 1877 | Unknown | High |
| Feature 7, Concrete Planter | C&O Canal Park | Parking Lot | Hotel C. 1770, Shipping Depot | High |
| Feature 9, Coal Chute | 139 Main Street, Grove House | Residence C. 1830 | Unknown | High |
| Feature 10, Brick Feature | 123 Main Street, Barnard's Ice Cream Parlor | Store C. 1900 | Residence Before 1877 | Low |
| Feature 11, Vault | 59 Main Street, Golden West Furniture | Store C. 1960 | Store Before 1877 | High |
| Feature 14, Vault | 57 Main Street, Golden West Video | Store C. 1900 | Store Before 1877 | High |
| Feature 16, Stairwell | 26 Main Street, Valley Cab Company | Store C. 1915 | Store Before 1908 | Low |
| Feature 17, Foundations | 36-40 Main Street, Three Stores | Store C. 1950 | Store Before 1877 | High |
| Feature 18, Foundation<br>Feature 19, Demolition Rubble<br>Feature 20, Stairwell | Municipal Parking Lot | Parking Lot | Store Before 1877 Hotel, Fire House C. 1923 | High |
| Feature 20, Subterranean Stream Channel | Near Main Street And Pennsylvania Avenue Running For Two Blocks | Not Applicable | Stream Tunnel | Not Listed |

# Phase I Archaeological Survey, US 219 Oakland Bypass, Garrett County, Maryland

*Archeological Report Number 210*

by

**Paul A. Raber**
*Heberling Associates, Inc.*

## ABSTRACT

A Phase I archeological survey was conducted for the area to be affected by the proposed US 219 bypass of the town of Oakland in Garrett County. The State Highway Administration plans to build a bypass to the north and east of Oakland on one of three alternative alignments, totaling an area of ca. 56.6 ha (142 acres). The study area is located in the Allegheny Mountains section of the Appalachian Plateau physiographic province, and includes rolling terrain above Wilson Run and Cherry Glade Run, two low-order tributaries of the Little Youghiogheny River.

On the basis of known site distributions and environmental variables, all undisturbed portions of the study area were considered to have a moderate to high potential for prehistoric archeological sites. Previous studies of historic resources suggested that no historic properties stood within or near the study area, and that the potential for significant historic period archeological sites was minimal. Archeological field testing consisted of the excavation of 893 shovel tests at 20 m (65 ft.) intervals in high and medium potential zones. The field-testing identified three isolated pieces of chert debitage (18GAX3) and one prehistoric archeological site (18GA310) consisting of three chert flakes. The flakes probably represent a light-density lithic scatter. The site was judged unlikely to yield new and important data on regional prehistory, and is thus not eligible for National Register listing. A few historic and recent items were found widely scattered across the study area, none of which constituted potentially significant deposits. No further studies were recommended.

## INTRODUCTION

The proposed US 219 bypass will relieve congestion from traffic that currently passes on US 219 through the center of Oakland. Three alternatives are being considered. Phase I archeological survey was conducted for a 56.6 ha (142 acres) study area, including a corridor ca. 60 m (200 ft.) wide for all the options, the combined lengths of which total ca. 8,840 m (29,000 ft.). The field-testing was conducted between January and May 1999.

The proposed bypass will pass to the north and east of Oakland, crossing rolling hills and first-order drainage channels, typical of the Allegheny Mountains section of the Appalachian Plateau province, and pass through a residential section of Oakland to the south of High Street. All three alignments will cross open farmland and woodland.

The study area crosses the drainage of Wilson Run and Cherry Glade Run, tributaries of the Little Youghiogheny River, which flows 1.61 km (1 mile) west from Oakland to its confluence with the Youghiogheny River. Included within the study area are low ridges and saddles, ridge slopes, and very limited areas of small stream floodplain. Soils of the study area include members of the Calvin-Gilpin association. These are upland soils formed in colluvium and residuum derived from acid shale and sandstone. No deep alluvial soils were encountered.

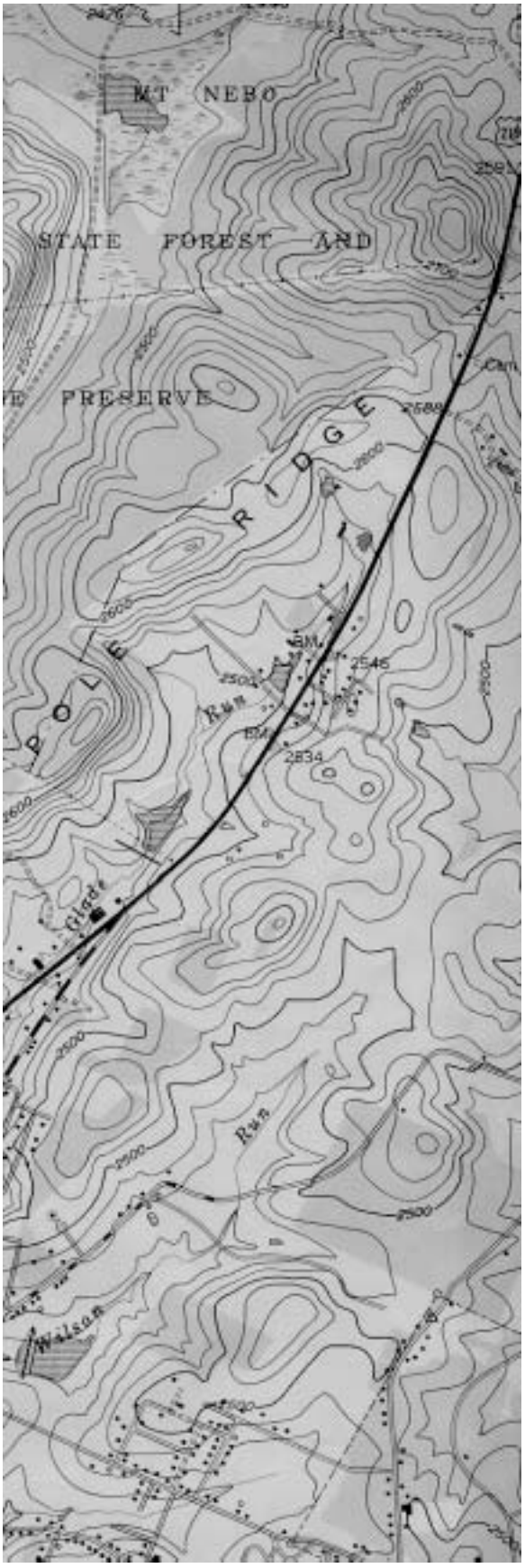


**Figure 32.** Project vicinity on 7.5' USGS (photorevised 1974) *Oakland, MD* topographic quadrangle.

**Figure 33.** Alignment C.

A preliminary assessment of the area, based on environmental and site file data, suggested that undisturbed portions of the study area lying on slopes of less than 15 percent would have a high to moderate potential for prehistoric sites. The potential depended primarily on three factors: (1) access to water sources, (2) slope, and (3) soil drainage.

The potential for historic archeological sites was expected to be low, since no historic properties were located in or immediately adjacent to the study area. High/moderate potential zones were tested with subsurface tests placed at 20 m (65 ft.) intervals in two lines, with tests staggered where possible. All subsurface tests were shovel tests 35 x 35 cm (14 x 14 inches), equivalent in volume to 40 cm diameter units, placed at 20 m (65 ft.) intervals in testable settings. Portions of the study area that had been severely disturbed by recent development were not tested, nor were settings with more than 15 percent slopes.

Where isolated prehistoric artifacts were found, additional shovel tests were placed at 3-5 m (10-16 ft.) intervals around the original unit to determine whether the artifact(s) represented a site or an isolated occurrence. In total, 893 shovel tests were excavated.

**Figure 34.** Ninth Street, southern end of study area.

## CONCLUSIONS AND RECOMMENDATIONS

One prehistoric site, 18GA310, consisting of three pieces of chert debitage, representing a light-density lithic scatter from a prehistoric camp was discovered. In addition, three isolated prehistoric artifacts (18GAX3), all debitage, were found in widely scattered units. The site, probably a hunting station or resource procurement camp, yielded no substantial evidence for the date or character of the prehistoric occupations there, and would not contribute to any of the regional research themes and needs. The site does not meet the criteria for National Register listing. A small number of recent or historic items were scattered throughout the study area, but no potentially significant historic period deposits were discovered. No further studies were recommended.

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